AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 6.] SATURDAY, FEBRUARY 11, 1871. [WHOLE No. 1,816, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Improvements in the North West....149
Cumberland Coal Trade....150
Hartford and New Haven Railroad....150
Tehauntepec Railway....151
Railroads in Wisconsin....151
Philadelphia and Reading Railroad....152
Railroad Earnings....155
Federal and State Securities....156
Dividend and Interest Tables....154, 157
Railroad Share List....162
Stock Exchange and Money Market....169
Public Debt Statement....172
Journal of Railroad Law....172
Northern Pacific Railroad....172
Rutland Railroad Lease....173

American Railroad Journal.

New York Saturday, February 11, 1871.

Improvement in the North West.

As we expected, the Northern Pacific Railroad Company are pushing forward the work of constructing their line with all rapidity, and there is no doubt that the opening of the year 1873 will note its completion. Thousands of workmen are now employed in grading the eastern division running across the State of Minnesota from Duluth to the head of Lake Superior—240 miles—to the crossing of the Red River of the North; the iron is being laid at the rate of two miles a day, and the engineers are busily engaged locating the line westward through Dacotah. The work on the Pacific end will be commenced in the Spring, and then we suppose will begin the race between the workmen of the East and the West as to who will finish their share the quickest. The company has already consolidated all the lines which connect it in the Northern territory, and will therefore be prepared to open immediately with an extensive trade. When this enterprise was first started, and the name of JAY COOKE was given as the originator and financier, immediate confidence was reposed in its ultimate success. Notwithstanding, that public opinion at that time was entirely adverse to the settlement of our Northern frontier, and it was the general disposition to open up the settlements in the Southwestern section of the country. But when Mr. JAY COOKE and his party started from Lake Superior to Puget Sound, it was announced that the committee who accompanied them were satisfied with the enterprise. The public immediately commenced giving attention to the North Western Section of our country, and the study has been an exceedingly valuable one.

We find an immense tract of land sufficient to make twenty States, and a good grazing and food-growing country, capable of sustaining a dense population and which, at no distant day in the future, will be inhabited by American citizens and immigrants. Already it is stated that settlers are rapidly crowding to that section of the country, and there is no doubt that when the intentions of the corporation are generally known, that permanent colonization and immigration will rapidly follow.

We call the attention of those who are seeking permanent investments to the guarantees which are offered by these securities. The bonds are a first mortgage issue on a railroad over 2,000 miles in extent, as well as on a land grant of more than 65 million acres of lands. The endowment extends over a fertile belt of land from Lake Superior and Wisconsin, through the richest portions of Minnesota, Dacotah, Montana, Idaho, Oregon, Washington Territory, to Puget Sound and the Pacific Ocean. The bonds are free from United States taxes, and are issued in denominations of $100 and $1,000. Besides their money value, they represent lands which can be purchased at the lowest marketable rate. The produce of these lands alone would build the road and leave a large surplus, and the bonds are at all times receivable at 1.10 in payment for them. Letters from Germany indicate that upon the opening of the Spring will commence an immense emigration to this country, exceeding that of any previous year, as particular pains have been taken to spread full information throughout Europe regarding this enterprise. We very confidently expect that instead of investing their funds in United States bonds, these sturdy Germans will see the advantages of an investment equally as secure or much more valuable.

This is an immigration which we can gladly invite to our country; it is the same that has built up our Western States, and if the influx continue 20 years longer, St. Louis may be well able to claim to be the capital as well as the heart of the nation.

Those who have opposed the offering of this land grant by the Government will, we have no doubt, see the error they have made when the vast wilderness is turned into a Paradise, and those who have objected to the route of the Northern Pacific Railroad because of the formidable obstructions by snow will find that their predictions have been wrong, and that really in ordinary winters it will be much less incumbered with snow where it crosses the mountains than on the passes at more southern points, which are much more elevated above the sea. The average elevation of the Northern Pacific road is 3,000 feet less than that of the Central or Union Pacific railroads. In the passage of the belt range between the Yellow Stone and the Upper Missouri, and the cross of the Rocky Mountains and in the portage between Collitz river and Puget Sound no greater obstacles in the way of snow are to be met with than those already encountered and overcome on the roads of the New England States and the State of New York. The road will lessen the distance between the Pacific and the Lakes by 600 miles, and the facilities it will offer for rapid communication and the distribution of troops and ammunition and stores among the numerous forts on the waters of the Mississippi and the Yellow Stone and Clark's rivers. The Columbia river and Puget Sound will render it a valuable area of national defense, and will save millions annually to the public treasury. The opening of the road will forever settle the question of the supremacy of the white race over the Indians over an area of territory covering 400 square miles, sufficient to make ten States of the size of Pennsylvania.

☞ The Fort Wayne, Muncie and Cincinnati Railroad has been purchased by the Fort Wayne, Jackson and Saginaw Railroad Company. This gives the Michigan Central Railroad Company, who control the Saginaw road, a direct line from Jackson, Michigan, to Cincinnati, via Fort Wayne.

Cumberland Coal Trade.

The following statistics of the production of coal in the Cumberland (Md.) region during 1870 are complied from official sources by Mr. C. Slack, of Mt. Savage, Md.:

	To B. & O. R. R. Tons.	To C. & O. Canal. Tons.	Local. Tons.	Total. Tons.
American	71,158	131,121	.....	202,279
Atl & George's Creek	50,765	.....	.....	50,765
Barton	42,754	.....	.....	42,754
Big Vein	61,784	.....	.....	61,784
Borden Mining	76,279	71,063	901	148,243
Central	4,161	.....	.....	4,161
Consolidation	186,952	168,023	28,732	383,707
Cooke Mines	1,400	639	112	2,151
Cumberland	8,485	.....	564	9,049
Franklin	83,449	.....	.....	83,449
George's Creek	68,548	10,155	.....	78,703
George's Creek Min'g	6,803	.....	.....	6,803
Hampshire and Balt.	63,427	10,219	22	103,991
" (Nat'l M.)	948	29,375	.....	
Maryland	95,688	163,666	.....	259,354
Midlothian	16,304	19,876	38	36,218
Piedmont	71,015	.....	.....	71,015
Potomac	70,795	.....	.....	70,795
Spruce Hill	19,406	.....	.....	19,406
Swanton Mining	54,413	.....	.....	54,413
Virginia	28,035	.....	.....	28,035
	1,082,569	604,137	30,369	1,717,075

RECAPITULATION.

By Cumberland and Pennsylvania Railroad to Baltimore and Ohio Railroad 993,546
By Cumberland and Pennsylvania Railroad to Chesapeake and Ohio Canal 604,137
By Cumberland and Pennsylvania Railroad to Local..... 30,369
——1,628,052

By Hampshire and Balt. Co. (Va. Mines) to Baltimore and Ohio Railroad..... 60,988
By Virginia Coal and Iron Co..... 28,035
89,023

Total tons in 1870.....1,717,075

2,470 tons of Gas Coal were shipped by Canal during the year.

The following table shows the aggregate production of the mines from 1842 to 1870, inclusive—twenty nine years:

	C. & P. R. R. Tons.	C. C. & I. Co.'s R. R. Tons.	G. C. R. R. Tons.	H. R. R. Tons.	Ag'rate. Tons.
1842	757	951	.....	.....	1,708
1843	3,661	6,421	.....	.....	10,082
1844	5,156	9,734	.....	.....	14,890
1845	13,738	10,915	.....	.....	24,653
1846	11,240	18,555	.....	.....	29,795
1847	20,615	32,325	.....	.....	52,940
1848	36,571	43,000	.....	.....	79,751
1849	63,676	78,773	.....	.....	142,449
1850	76,950	119,898	.....	.....	196,848
1851	122,331	135,348	.....	.....	257,679
1852	174,891	159,287	.....	.....	334,178
1853	234,441	225,813	73,775	.....	533,979
1854	212,684	265,694	181,303	.....	659,681
1855	171,056	198,401	227,245	65,570	662,272
1856	167,381	227,094	269,210	42,765	706,450
1857	135,917	142,573	252,368	51,628	582,486
1858	214,730	153,548	218,318	63,060	649,656
1859	260,054	158,626	257,740	47,934	724,354
1860	302,947	144,100	289,298	52,564	788,909
1861	92,181	55,279	85,554	36,660	269,674
1862	146,951	64,574	69,482	36,627	317,634
1863	291,065	154,610	266,430	36,240	748,345
1864	481,246	132,198	.....	44,552	657,996
1865	669,592	162,558	.....	71,345	993,495
1866	883,957	104,410	.....	90,964	1,079,331
1867	1,008,280	113,010	.....	72,532	1,193,822
1868	1,083,521	158,264	.....	88,658	1,330,443
1869	1,590,020	208,925	.....	83,724	1,882,669
1870	1,429,707	198,345	28,035	60,988	1,717,075
	9,905,316	3,483,226	2,218,708	945,811	16,553,061

The Quincy Bridge.

Editor American Railroad Journal:

Dear Sir:—From the tone of Mr. Lowthorp's replies to my criticism on his use of cast iron, it would seem that he feels annoyed at something I have said, and can give no better reply than to accuse me of a scandalous breach of faith in copying his plans, etc., and making use of the knowledge thus gained in designing the Quincy bridge.

Although I do not see what this has to do with cast iron, and I hope Mr. L. does not put it forward as a specimen of that "critical examination of Public Works" that he recommends as "one of the great advantages to be derived from an Association of Civil Engineers"—yet I shall briefly reply—

1st. That I did not design the Iron work of the Quincy Bridge in the shape it now is. If I had done so, I should never have made the upper chords of Cast Iron.

2d. That the designs and prices of the parties who tendered, were shown by me to no one except the Executive Committee.

3d. That the plan submitted by Mr. Lowthorp was rejected for its want of constructive merit.

4th. That nothing could have been stolen from Mr. L.'s design but the general plan or the details of construction. Surely Mr. Lowthorp does not pretend that he is the inventor of Whipple's "double cancellated truss" of which the Quincy bridge, Mr. Linville's bridges, Clarke, Reeves & Co.'s bridges, and Mr. Lowthrop's iron bridges, are but copies. Perhaps it was the details of construction—will Mr. L. please to point them out?

Whatever harsh criticisms may have been pronounced upon the Quincy bridge, nothing has ever been said before half so severe as that any part of it was borrowed from the style of construction peculiar to Mr. Lowthrop.

I am very respectfully, your obd't serv't,

T. C. Clarke.

Hartford and New Haven Railroad.

The income of this company for the fifteen months ending November 30, 1870, is as follows:

From passengers		$1,249,690 07
" freight		1,060,895 95
" expresses		62,650 09
" rents and wharfage		11,356 33
" mail service		27,557 48
		$2,412,149 92
Expenses, viz:		
Repairs of road and bridges	$326,091 05	
Wood, coal and oil	185,408 38	
Material and labor on engines and cars	253,573 75	
Transportation and general expense account	510,908 03	
Station repairs and improvements	80,463 10	
Lost and damag'd goods, gratuities, etc	14,090 00	
		1,320,634 31
Net earnings		$1,091,515 61
From which deduct—		
Interest	$36,886 07	
Taxes, State & National	247,612 06	
		248,498 13
Leaving a balance of		$807,017 48

The number of miles run by passenger trains during the fifteen months is 437,826; by freight trains, 309,617; by other trains, 128,201—total, 875,644, which is an average increase of 7,244 miles per month over the number for the twelve months next preceding. The total number of passengers carried during the fifteen months is 1,375,012, which is an average increase of something more than 5,000 passengers per month over the number carried in the year preceding. The total number of tons of freight carried in the fifteen months is 688,518, which is an average increase of 7,292 tons per month over the number for the year ending August 31, 1869. The gross income of the road for the twelve months ending August 31, 1870, exceeds that for the preceding year by $70,952 11. The gross earnings in the months of September, October and November exceed those in the corresponding months of 1869 by about $57,000. The report says:

In accordance with the resolution adopted at the annual meeting holden on the 18th of September, 1869, (providing that the fiscal year of the Company should be so changed as to terminate thereafter with the 30th day of November, and commence with the 1st day of December,) we present to you in this report, a statement of the business of the Company for a period of fifteen months, commencing with the 1st day of September, 1869, and ending with the 30th of November, 1870.

The additional capital stock was subscribed for by the stockholders on the terms authorized by the Board of Directors. But in adjusting the fractional rights to subscribe, there remained at the close, 123 shares of the scrip stock to the credit of the Treasurer, who will dispose of them to replace the $6,755 necessary to make the receipts from new capital up to $750,000, the amount which should be produced from 30,000 shares at $25 per share.

The new stock having been subscribed for, we have proceeded during the period covered by this report, to make such expenditures upon the road and its equipment from this source, as in our opinion (as indicated in our last report) was necessary to put them in such condition as to meet promptly and economically the demands of the Company's increasing business.

There have been placed in the track since 31st August, 1869, 500 tons warranted steely-headed Iron rails, and 3709 tons Bessemer steel rails, all weighing about 62½ pounds per lineal yard, and laying about forty-two miles of track, costing (including the splice joints) $440,320.90, of which $200,000 have been taken from the avails of the New Capital, and the balance is included in the current charges for repairs of road.

A new and expensive Passenger Building has been constructed at Windsor station on the opposite side of the track from the freight-house, in which all the passenger accommodations were previously furnished; a new and additional Freight House built on Belle Wharf at New Haven; the new Coal Wharf and Pockets at New Haven, mentioned in our last report completed; the River Wall at the Hartford Freight Station completed, and the filling nearly done; a large extension of the Blacksmith Shop; new Carpenter Shop, and other buildings, with a heavy expenditure for grading and wall about the shop grounds at Hartford; a new Stone Bridge of eight arches has been constructed over the Matabeset river near Berlin in lieu of a structure of trestle-work at that place; the track of the New Britain Branch has been extended about three-fourths of a mile to the west line of the borough, as originally located; preparations have also been made for the construction of the new double tunnel at Hartford.

These several items of expenditure amount in the whole to $141,574.53, of which $86,811.24 has been paid from avails of the new capital, and the balance is included in the current charges for operating and repairing the road.

Real Estate, amounting to $14,611.50 has been purchased during the year and paid from new capital.

There has been added to the equipment since our last report, one new first-class locomotive, four new first-class passenger cars, seated for seventy-six persons each, seventy-five new dumping coal cars, and our proportion of a large addition to the cars of the New York and Boston Line. Of the total cost of these additions to the equipment of the road amounting to more than $90,000, $60,000 have been charged against the new capital, and the balance to current charges for repairs of equipment.

Authority was granted by the Legislature at its last session, to construct a branch from its track, at a point about two miles north of Meri-

den, with a view of reaching a deposit of Trap Rock for the purpose of ballasting, protecting banks subject to injury by water, and other similar uses. This branch (about three fourths of a mile in length) has been built, and a lot of twenty acres, on which is a large quantity of the stone, purchased. The total cost of this branch with the land, $7,465.27, is charged against the new capital.

From the time of the construction of the Hartford, Providence and Fishkill Railroad to the present, the tracks of that road and this, lying side by side from Hartford to Newington, a distance of about five miles, have been used by both Companies (by arrangement) as one double track road, each Company owning one track. The number of trains on both roads have so largely increased, thus increasing the liability to delay, and danger of accidents, that your Board of Directors have deemed it judicious to direct that the second track of this Company's road between those points should be constructed without further delay.

The work of preparing the road-bed for this track, with the necessary extension of bridges and culverts, construction of bank walls and other structures, has been progressing during the past season. All the necessary masonry is completed, and the earth-work nearly so, and it is proposed to lay the track early in the ensuing spring, thus completing our double track from New Haven to Springfield. The cost of this work up to 30th November, 1870, $44,848.23, has also been paid from avails of new stock.

The Railroad from Windsor Locks to Suffield, mentioned in our last report, has been completed and is in operation. The amount expended in its construction up to 30th November, 1870, is $135,546.12, from which is to be deducted $20,000 advanced as bonus by the people of Suffield, leaving $115,546.12, which has been advanced by this Company to the Windsor Locks and Suffield Railroad Company from the funds derived from new capital.

The stock of the Windsor Locks and Suffield Railroad is held by the Directors and Officers of this Company in trust, and when the road is merged with that of this Company this stock will be added to the capital of this Company, and be subject to its control or disposal.

The Treasurer has purchased $135,000 of the bonds of this Company at par from the avails of the additional capital as will appear by the reduction to that extent, of the item of "Bonds" in the Ledger accounts submitted by the Secretary.

Changes have been made in the Ledger accounts in the items of cost of road and equipment, to correspond with the issue of new capital, as indicated in the circular to Stockholders of Oct. 21st, 1869, and upon a careful inventory at low prices of the equipment now owned by the Company.

The contract between this Company and the New York and New Haven Railroad Company providing for a union of the properties and interests of the two Companies from and after the 1st day of September, 1870, took effect by force of its own provisions upon the approval thereof by the stockholders of the respective Companies on the 7th of September, 1870.

The members of the joint Board of managers of the business of the two roads provided for in that contract have been elected from the members of the respective Boards of Directors, and the joint Board has been organized by the appointment of Wm. D. Bishop, President of the New York and New Haven Railroad Company as President, and Wm. P. Burrall, President of this Company, as Vice President; and the Board has assumed the general supervision of the joint roads and their business; leaving, however, for the present, the management of the operations of the two roads in the charge of their present executive officers.

The earnings of the two roads from the 1st day of September, 1870, become, therefore, a joint fund, and whether they will hereafter be divided between the two Companies quarterly, or semi-annually will be determined by the joint Board of Managers.

The claim of this Company against the New York and New Haven Railroad Company still appearing on our books, will be disposed of when the accounts of the two Companies are brought together under the contract between them.

The income of the company from all sources during the fifteen months is as follows:

Cash on hand September 1, 1869...	$153,327 37
Earnings of the road, as above.....	2 412,149 92
25 per cent. installment new capital	746,925 00
Steamboat "Orient".....	76,000 00
W. Locks and Suffield R. R. Co....	20,000 00
Sale Real Estate	880 00
Total.....	$3,414,282 29

Thus accounted for—

Dividend, full and scrip stock.....	$695,929 50
Interest	36,886 07
Operating and repairing road, etc..	1,443,084 41
Sundry items charged to new capital	413,736 24
W. Locks and Suffield R. R. Co....	135,546 12
135 bonds purchased.....	135,000 00
State and National taxes.....	247,612 06
Steamboat "Orient".....	889 23
122 9-11 fractional shares @ 55....	6,755 00
Balance debts due Co. increased...	16,343 00
Cash.....	282,500 66
Total, as above.....	$3,414,282 29

The following from the Ledger presents a general statement of the affairs of the company, November 30th, 1870:

Capital stock, full.....	$3,300,000 00
Capital stock, scrip.....	1,496,925 00
Bonds.....	754,000 00
Contingent fund.....	393,914 02
Reserved fund.....	150,000 00
Profit and loss.....	276,156 98
Dividends unpaid.....	7,028 00
Debts due by the company.....	86,970 34
	$6,464,994 34
Railway buildings, grounds, etc....	$3,657,113 33
Real estate, land and dwellings....	131,427 43
Tomlinson bridge stock.....	8,888 67
Sundry items charged to new capital	413,736 24
Windsor Locks & Suffield R. R. Co.	115,546 12
Equipment, engines and cars.....	800,000 00
Wood, stock, and tools.....	375,890 17
Debts due the company, including account due from the N. Y. and N. H. R. R. Co. unadjusted, and funds in hands of agents.....	495,205 18
Connecticut river bridge.....	176,577 36
W. Locks and Suffield Railroad....	1,344 18
122 9-11 fractional shares @ $55 ..	6,755 00
Cash.....	282,500 66
	$6,464,994 34

President.—W. P. Burrall.

Directors.—W. P. Burrall, Chester W. Chapin, Cornelius Vanderbilt, Ezra C. Read, Eli Butler, Julius Catlin, C. M. Pond, H. C. Robinson, E. G. Howe.

Secretary.—S. P. Conner.

Treasurer.—C. M. Pond.

Superintendent.—E. M. Reed.

Tehuantepec Railway.

Colonel J. J. Williams, chief engineer of the Tehuantepec Railway Company, telegraphs, via Havana, to the president of the company in New York, as follows:

Minatitlan, Mexico, Jan. 20.—Myself and staff of engineers, with our instruments and camp equipage, were all safely landed from the United States steamship of war Nipsic, Commander B. Wilson, after a very rough passage. Next day I met a commissioner representing the Mexican government, and on the 19th inaugurated the commencement of the work by imposing ceremonies. The United States consul and part of Captain Shufeldt's command participated in the ceremonies, together with the Mexican officials and other notables. Captain Shufeldt's report, I think, you will find confirms my previous surveys of the Isthmus, and demonstrates that there is a sufficient quantity of water on the summit of the route, all the year round, for the purpose of a canal.

Railroads in Wisconsin.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The lines now constructing and those projected, with prospect of early completion, will soon afford to the large portion of the state ample railroad facilities. The roads from Madison to Portage, and from Eagle to Elkhorn, have been completed during the year. Work on the Baraboo Air Line from Madison northwesterly, is being pushed energetically forward. The Green Bay and Lake Pepin road is in course of construction from Green Bay to New London. The West Wisconsin road has 115 miles completed, and will undoubtedly be finished to the city of Hudson early the coming summer. The Milwaukee and Northern Railroad is open to Cedarburg, and another section will be completed during the present year. The Portage, Winnebago and Lake Superior Land Grant road is in the possession of men of energy and business capacity, and, I am informed, will be commenced immediately and built as rapidly as possible. The road from Oshkosh to Ripon will in all probability be constructed this year. Work on the Northern Pacific has begun in earnest. This enterprise is one of vast importance to the whole country, and of much prospective benefit to Wisconsin.

The land grants made by Congress in 1856 and 1864 to aid in the construction of a railroad from Lake St. Croix to Superior and Bayfield, expired by the terms thereof, in May, 1869. The failure of Congress to renew these grants has caused great disappointment to thousands of settlers in the northwestern portion of the state. If Congress finally refuses such renewal great injustice will thereby be done to those settlers, and to Wisconsin. Thousands of people, years ago, settled along the lines of these contemplated roads upon the faith of these grants. They have purchased several hundred thousand acres of the reserved land, paying the government double price therefor in consideration of the grant, thus reimbursing the government for a large portion of the granted lands. To snatch from them the benefits of a grant for which they have paid the government, because of delays for which they are in no wise responsible: to withhold these grants just at the time when their renewal will ensure the speedy building of the roads, will be an act of injustice and impolicy which I do not believe Congress will commit. Deeming these roads of the utmost importance to Wisconsin, and that the renewal of the grants was due to our people, I have felt it my duty to use every proper effort to secure the assent of Congress thereto; and I shall not relax my efforts to aid in the development of that portion of the state most interested in this enterprise, nor in giving every possible encouragement to all other schemes of internal improvement which will add to the prosperity and resources of the commonwealth.

These railroad lands have been for nearly two years under the charge of the state for protection against trespassers. General Samuel Harriman has, during that time, been the agent of the state to discharge this duty. He has caused to be collected for stumpage by R. D. Pike, agent of the Bayfield land office, $15,725; by the United States marshal, $7,885, and has collected himself and paid into the state treasury $44,176.18. Total amount collected, $67,786.18. The sum paid into the state treasury, less expenses incurred, will be held by the state in trust for the parties who may construct the contemplated roads. The agent is confident that he shall succeed in preventing further depredations.

Philadelphia and Reading Railroad.

We gave in our issue of 21st ult. an abstract of the "Transportation and Income Account" of this company for the fiscal year ending November 30, 1870, together with the Report of the Managers. Below will be found several important tables referring to the years 1869 and 1870, including the "General Account." We also append a statement of the Cost, Earnings, Dividends, etc., etc., since the completion of the road in 1842-'43:

	1869.	1870.	1869.	1870.	1869.	1870.
	Miles of Track.		M. of Sidings.		—Total.—	
Main Line	196.8	196.8	129.2	137.5	326.0	334.3
North Liberties and Penn. T.	2.8	2.8	0.6	0.6	3.4	3.4
Chester Valley	21.5	21.5	2.4	2.1	23.9	23.6
Port Kennedy	1.2	1.2	0.3	0.3	1.5	1.5
Perkiomen	11.0	11.0	1.9	2.0	12.9	13.0
Colebrookdale	12.8	12.8	1.2	1.4	14.0	14.2
Lebanon Valley Branch	94.7	94.4	15.8	17.0	110.5	111.4
West Reading	1.7	1.7	1.0	1.0	2.7	2.7
Lebanon and Pine Grove Br.	16.7	16.7	0.2	0.9	16.9	17.6
Reading and Columbia	39.5	39.5	12.7	12.7	52.2	52.2
East Pennsylvania	36.0	36.0	13.9	14.5	49.9	50.5
Allentown	4.5	4.5	0.3	0.3	4.8	4.8
Little Schuylkill	28.2	28.2	26.1	25.8	54.3	54.0
Schuylkill and Susquehanna	53.2	53.4	8.8	9.1	62.0	62.5
Pine Grove and Lebanon	5.8	5.8	.....	0.1	5.8	5.9
Union	3.4	3.4	.....	0.6	3.4	4.0
Lorberry	5.2	12.4	1.3	1.8	6.5	14.2
Good Spring	20.5	16.3	2.6	5.1	23.1	21.4
Mine Hill	74 6	74.6	62.1	59.3	136.7	133.9
Mount Carbon	8.5	8.5	6.5	6.6	15.0	15.1
Mt. Carbon and Pt. Carbon	5.0	5.0	9.6	9.2	14.6	14.6
Mill Creek	7.6	7.6	17.1	17.2	24.7	24.8
Schuylkill Valley	16.3	16.3	16.1	17.8	32.4	34.4
East Mahanoy	7.5	10.7	6.6	3.0	14.1	13.7
Mahanoy and Shamokin	72.6	72.6	58.0	63.6	130.6	186.2
Pickering Valley	....	1.0	.....	.....	.....	1.0
Lebanon Branch of the Reading and Columbia Railroad	....	3.4	.....	.....	.....	3.4
Total miles of iron	747.6	758.1	394.3	409.9	1,141.9	1,168.0
Do., previous year	556.8	747.6	249.9	394.3	806.7	1,141.9
Increase	190.8	10.5	144.4	15.6	335.3	26.1

Equipment.	1869.	1870.
Locomotives	267	309
Do., on Minehill Railroad (not included above)	30	...
Total	297	309

	1869.	1870.	1869.	1870.
	No. of Cars.		Equiv. 4 wheel.	
Coal cars	9,786	13,494	15,030	19,220
Freight cars—16 wheel platform gun cars.	1	1	4	4
" 8 wheel, house cars	511	557	1,022	1,114
" " cattle cars	49	49	98	98
" " platform	778	826	1,556	1,652
" " lime	44	46	88	92
" 4 wheel house	46	44	46	44
" " cattle	4	7	4	7
" " platform	22	22	22	22
" " sand and ore	6	6	6	6
" " lime	121	117	121	117
Total freight cars	1,582	1,675	2,967	3,156
Passenger cars—8 wheel	99½	101½	199	203
Baggage " "	30	32	60	64
Mail and express cars—8 wheel	11	11	22	22
Total passenger trains	141	144½	281	289

In addition to the above there are used in the management of the road:

In the *Transportation Department:*	1869.	1870.	1869.	1870.
8 wheel house cars, wreck trains	5	6	10	12
" platform cars, with cranes	10	10	20	20
" crate cars, for sawed wood	2	2	4	4
4 wheel house cars wreck trains	5	5	5	5
" open cars, for cord wood	58	58	58	58
" " depot fuel, etc	11	11	11	11
Total in transportation department.	91	92	108	110
In use on Mine Hill Railroad	102	102	115	116
And in the *Roadway Department*	339	370	411	444
8 wheel passenger cars	1	1	2	2
Aggregate of all cars	12,042	15,878½	18,914	23,337

General Account.

	1869.	1870.
Preferred stock	$1,551,800 00	$1,551,800 00
Common stock	24,749,551 74	24,471,300 28
Stock issued in payment of dividend	2,697,248 54	.....
Bonds converted into stock	24,500 00	1,378,500 00
Aggregate stock	$29,023,100 28	$30,401,600 28
Loans—5 p. c. sterling bonds, 1836-'80	$182,400 00	$182,400 00
" 6 p. c. dollar " 1849-'70	381,800 00	.....
" 6 p. c. " " 1861-'71	102,000 00	100,000 00
" 6 p. c. " " 1843-'80	549,000 00	549,000 00
" 6 p. c. sterling " 1843-'80	976,800 00	976,800 00
" 6 p. c. dollar " 1844-'80	804,000 00	804,000 00
" 6 p. c. " " 1848-'80	101,000 00	101,000 00
" 6 p. c. " " 1849-'80	67,000 00	67,000 00
" 6 p. c. "(conv)" 1857-'86	147,000 00	143,500 00
" 7 p. c. "(conv)" 1870-'90	.....	2,625,000 00
" 7 p. c. sterling " 1836-'72	110,400 00	110,400 00
" 7 p. c. " " 1836-'74	43,200 00	43,200 00
" 7 p. c. " " 1836-'77	134,400 00	134,400 00
" 6 p. c. dollar " 1868-'93	1,086,300 00	1,121,000 00
" 7 p. c. " " 1868-'93	2,266,000 00	2,700,000 00
Aggregate loans	$6,951,300 00	$9,657,700 00
Bonds and mortgages on real estate	$868,292 13	$1,110,027 22
Loans of Schuylkill Navigation Co	.....	2,578,250 00
Loan of East Pennsylvania R. R. Co	.....	495,900 00
Balance of reserved fund	2,258,284 56	1,551,023 58
Total debtor side	$39,100,976 97	$46,094,501 08
Railroad	$19,410,393 59	$19,410,393 59
Depots	1,890,922 29	1,913,724 83
Locomotives and cars	4,928,060 98	5,295,681 02
Real estate	3,311,745 90	3,588,961 65
P., R. and P. telegraph stock	20,730 00	20,730 00
Willow street railroad	100,000 00	100,000 00
Allentown railroad stock	320,582 99	320,582 99
Sch. and Susq. R. R. stock	396,588 34	396 588 34
Shamokin Valley & Pottsville R.R. purchase	50,000 00	50,000 00
Greenwood Coal Company's railroad	18,750 00	18,750 00
Mahanoy and Shamokin Railroad stock	2,916,950 00	3,438,100 00
Lorberry Creek R. R. stock	50,950 00	50,950 00
East Mahanoy R. R. stock	247,295 61	247,295 61
Good Spring R. R. stock	100,000 00	100,000 00
Port Kennedy R. R. stock	10,550 00	10,550 00
East Pennsylvania R. R. stock	364,500 00	584,800 00
Reading and Columbia R. R. stock	232,480 00	232,480 00
Union Canal R. R.	200,000 00	200,000 00
Good Spring R. R. Extension	209,270 46	215,655 78
Lebanon and Pine Grove Branch	811,752 29	875,043 62
Lorberry Creek R. R. bonds	30,000 00	30 000 00
Steam Colliers	251,142 19	588,486 30
Pine Grove and Lebanon R. R. stock	.....	100,000 00
Mount Carbon R. R. stock	.....	142,204 25
New Iron foundry at Reading	22,802 54	81,243 23
Lorberry Creek R. R. Extension	.....	171,404 28
Schuylkill Canal real estate	.....	700,000 00
" " engines and cars	.....	594 450 00
" " coal barges	.....	464,502 19
Mine Hill R. R. new engines and cars	.....	192,018 75
Schuylkill Nav. works and franchises	.....	1,000,000 00
	$35,895,467 18	$41,134,596 88
Assets—cash and cash items	$1,041,765 51	$1,045,488 53
" stock and bonds held by company.	3,674,054 09	3,021 351 90
Materials on hand, &c.	1,021,782 55	1,109,912 05
Debts due (current, partly secured)	745,671 47	1,954,618 22
Debit balance of Insurance fund	.....	45,251 25
Total assets	$6,483,223 62	$7,176,621 95
Liabilities—debts due by company	$1,777,228 25	$1,715,977 99
" coupons to Jan. 1	181,288 00	239,230 00
" interest on bonds & mortgages	25,804 12	37,454 81
" sinking funds	573,708 04	148,050 45
" credit balance of insurance fund	77,592 37	.....
" credit balance renewal fund	4,358 17	.....
" taxes on dividends	141,834 88	76,004 00
" East Pennsylvania R. R. bonds due 1888	495,900 00	.....
Total liabilities	$3,277,713 83	$2,216,717 25
Assets over liabilities	$3,205,509 79	$4,959,904 70
Total credit side	$39,100,976 97	$46,094,501 08

	1869.	1870.
Coal transported in tons of 2,240 lbs	4,239,457	3,750,990
Total amount of coal to date, in tons of 2,240 lbs	53,891,915	57,642,905
Merchandise transported—total way-billed and paying freight in tons of 2,000 lbs	1,422,738	1,754,943
Materials transported—including ballast, timber, rails, etc., in tons of 2,000 lbs	337,117	293,578
Tonnage, including passengers, in tons of 2 000 lbs	6,667,190	7,449,925
Total tonnage of road to date, in tons of 2,000 lbs	77,120,524	84,570,449
Number of passenger carried	1,527,769	2,034,039
Number of miles traveled by passengers	40,525,071	41,508,427
Equivalent number of through passengers	435,754	446,328
Total number of passengers to date	13,412,714	15,446,753

TRANSPORTATION AND INCOME ACCOUNT.

Receipts:	1869.	1870.
From travel	$1,184,006 33	$1,205,539 07
" freight on merchandise	1 579,622 53	1,690,444 33
" freight on coal	8,346,240 15	6,498,871 18
" United States mail, etc	98,512 17	176,512 77
Total receipts	$11,208,381 18	$9,571,367 35
Balance from previous year	505,181 21	623,743 32
Balance of interest account	66,859 49	741,217 90
Total resources	$11,780,421 88	$10,936,328 57
Expenses, viz:		
Running account	$1,897,973 04	$1,725,030 41
Workshop "	1,424,229 09	1,232,742 54
Depot "	238,312 14	249,204 10
Superintendence	418,884 72	421,494 70
Roadway	779,804 20	742,160 61
Bridges	47,692 91	65,730 26
Buildings	122 583 48	127,348 54
Machinery	60,038 60	69,141 57
Richmond wharves	61,317 48	66,316 82
Police	38,236 36	41,147 93
Sundries	22,887 83	28,757 40
Drawbacks and allowances	194,668 62	151,282 38
Rents and ground rents	609,179 73	628,883 86
Profit and loss, damages, prem. on gold, etc.	77,950 07	120,910 12
Insurance account	18,502 25	16,169 50
Taxes—U. S., State, County and City	260,575 67	245,045 83
Renewal fund	603,479 48	517,319 08
Total expenses	$6,876,312 67	$6,508,785 65
Interest on bonded debt and mortgages	484,803 03	583,173 63
New works	569,105 78	225,281 47
Sinking funds	68,600 00	68,600 00
Balance of renewal fund	.....	56,204 67
Total disbursements	$7,998,821 48	$7,442,045 42
Total reserved fund	$3,782,100 40	$3,494,283 15
Dividends to January	3,158,357 08	3,292,368 58
Leaving a balance of	$623,743 32	$201,914 57

PROGRESS OF THE COMPANY.

Statement of the number of engines and cars, and of the mileage of engines annually, 1843-'70:

Years.	Number of Engines.	Number of cars. Passenger.	Number of cars. Coal & Freight.	Mileage of Engines.
1843	39	14	1,800	393,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,136,572
1849	86	22	5 086	1,047,014
1850	92	28	5,117	1,233,144
1851	89	28	5,136	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,466,894
1854	121	45	5,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,317
1857	142	58	5 755	1,707,366
1858	142	58	5,634	1,570,482
1859	144	64	5,695	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,673	1,695,927
1862	143	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	216	81	9,606	3,328,229
1865	254	87	9,663	3,688,309
1866	267	105	10,517	4,261,336
1867	268	110	10,477	4,356,385
1868	269	119	10,531	4,500,135
1869	297	141	11,895	5,159,301
1870	309	146	15,728	5,100,175

Statement of the number of passengers and tons of coal, merchandise and material carried over the road annually, 1843-'70:

Years.	Passengers. Carried.	Tonnage carried. Coal.	Merchandize.	Material.	Total.
1843	56,514	218,711	17,534	54,787	322,125
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88 641	1,188,258	74,971	101,471	1,515 473
1847	97,643	1,360 681	71,718	165,493	1,700,916
1848	105,720	1,235,044	58,123	118 676	1 570,531
1849	95,577	1,097,762	51 204	145,503	1,429,564
1850	92,726	1,351,502	63,625	157,450	1,743,680
1851	127,590	1,650 270	63 807	219,731	2,145,132
1852	155,164	1,650,912	75,769	181,217	2 122,171
1853	211,819	1,582,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,563
1855	277,617	2,213,292	154,394	247,478	2,909,667
1856	282,300	2,088,903	198,686	236,700	2,815,760
1857	291,679	1,709,692	184,617	182,512	2,326,706
1858	285,651	1,542,646	187,729	170,603	2,126,881
1859	379,406	1,632,932	334,609	196,104	2,405,314
1860	385,304	1,946,195	423,523	160 084	2,819,898
1861	368,651	1,639,535	324,958	143,237	2,348,906
1862	396,466	2,310,990	451,733	171,499	3,260,953
1863	576,861	3,065,261	652,363	234,071	4,391,877
1864	1,048,521	3,065,577	807,106	242,908	4,606,286
1865	1,481,632	3,090,814	846,105	249,863	4,712,016
1866	1,444,257	3,714,684	1,037,121	226 896	5,574,907
1867	1,273,644	3,446,826	1,185,896	242,526	5,421,538
1868	1,194,575	3,574,874	1,220,596	220,946	5,488,558
1869	1,527,769	4,239,457	1,422,738	337,117	6,667,190
1870	2,034,039	4,633,504	1,754,943	293,578	7,449,925

Statement of the gross receipts annually, 1843-'70:

Years.	Passengers.	Mail, etc.	Coal.	Merchandize.	Total.
1843	$71,895	$5,656	$278,840	$37,927	$394,318
1844	92,362	7.449	448,509	49,293	597,613
1845	103,411	27,093	886,939	60,588	1,078,031
1846	141,749	20,116	1,660,667	137,583	1,900,115
1847	156,201	11,860	1,698,664	136,220	2,002 945
1848	174,958	13,535	1,386,605	117,457	1,692,555
1849	155,908	22,436	1,648,900	106,347	1,933,591
1850	148,379	17,026	2,071,731	125,822	2,363,958
1851	152,432	19,355	2,018,871	123,672	2,314,330
1852	168,430	22,555	2,150,677	138,964	2,480,626
1853	225,763	27,218	2,254,694	180,612	2,688,287
1854	272,367	23,823	3,253,823	231,626	3,781,639
1855	301,952	29,896	3,664,095	325,851	4,321,794
1856	288,427	34,158	3,242,458	348,699	3 913,742
1857	287,534	35,079	2,412,923	329,986	3,065 522
1858	272,680	36,463	1,865,693	335,915	2,510,751
1859	318,846	46,874	1,883,685	474,888	2,724,293
1860	333,359	51,409	2,328,158	599,620	3,312,546
1861	338 905	49,590	2,111,023	406,321	2,905,838
1862	403,564	105,431	2,879,419	523,416	3,911,830
1863	566,520	116,039	4,897,200	673 143	6,252 902
1864	909,882	201,908	7,203,775	953,776	9,269,341
1865	1,065,847	284,103	8,627,292	1,165,277	11,142,519
1866	1,026,217	209,366	8,245,697	1,421,539	10,902,819
1867	1,005,647	170,420	6,404,878	1,525,551	9,106,496
1868	987,606	136,384	6,252,224	1,415,723	8,791,937
1869	1,184,006	98,512	8,346,240	1,579,623	11,208,381
1870	1,205,539	176,513	6,498,871	1,690,444	9,571,367

Statement showing the cost, earnings and dividends annually from the opening of the road in 1843 to the close of the fiscal year in 1870:

Fiscal Year.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends. Amount.	Dividends. Rate.
1843	$7,119,292	$394,318	$214,923	$179,495	$.....	....
1844	9,398,354	597,613	329,442	268,171	.....	....
1845	10,276,351	1,078,031	570,726	507,305	.....	....
1846	11,531,441	1,900,115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692 555	1,212,029	480,526	.....	....
1849	16,318,087	1,933,591	1,023,245	910,346	.....	....
1850	16,325,332	2,363,958	1,169,455	1,194,503	249,590	6
1851	16,649,515	2,314.330	1,304,291	1,010,039	.....	....
1852	17,141,987	2,480,626	1,340,797	1,139,829	722,971	8 / 6
1853	17,905,018	2,688,287	1,329,511	1,358,776	172,935	3
1854	18,464,115	3,781,639	1,771,101	2,010,538	587,423	10*
1855	19,004,180	4,321,794	1,972,937	2,348,856	1,077,029	8* / 4
1856	19,163,151	3,913,742	1,969,020	1,944,722	770 530	8
1857	19,262,720	3,065,521	1,601,753	1,463,768	385,425	4
1858	23,811,910	2,510,751	1,199,798	1,310,952	.....	....
1859	24,070,835	2,724,293	1,276,180	1,448,113	.....	....
1860	24,161,889	3,312,546	1,686,561	1,625,985	.....	....
1861	24,481,217	2,905,839	1,492,933	1,412,905	.....	....
1862	25,126,389	3,911,830	1,816,055	2,095,775	699,788	7*
1863	25,469,544	6,252,902	2,916,159	3,336,743	889,030	7*
1864	25,469 544	9,269,341	4,961,190	4,308,151	2,618,129	15*
1865	27,869,361	11,142,519	6,330,248	4,812 271	2,024,067	10*
1866	29,929,440	10,902,819	6,738,747	4,164,072	3,198,736	10†
1867	31,208,443	9,106,496	6.266,434	2,840,062	2,329,998	10†
1868	32,728,425	8,791,937	6,162,511	2,629,426	2,445,250	10*
1869	35,895,467	11,208,381	6,876,313	4,332,068	2,697,248	10‡
1870	41,134,596	9,571,367	6,508,786	3,062,581	2,971,235	10

* Paid in stock † Stock or cash as preferred. ‡ Half Stock, and half cash.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,300	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western .. 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,267,862	A. & O.	Oct. '70 4
Do. Washington Br.....100	1,650,000	A. & O	Oct. '70 5
Baltimore City Passenger...	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq..100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Jan.'71 1½
Blossburg & Corning.*.... 50	750,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,000	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont.100	459,000	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ..100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J.A J.O.	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	Nov. '70 3
Brooklyn City & Newt'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '71 5
Camden and Atlantic,pref. 50	731,200	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	D.,'70 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '70 3
Catawissa. 50	1,159,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,666,900	J. & J	July'70 5
Central of New Jersey...100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,425,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 6? 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	7,045,000	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy - 50	18,590,210	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 4
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	Dec.'70 5
" " pref.100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68$2
" Street.....	.....	J. & J.	Jan.'6?$2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*... 50	2,056,750	M. & N	Nov'70 3½
Cleveland and Pittsburg.. 50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen.100	11,100,000	.....	.....
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord 50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar...100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passumpsic Rivers.100	.....	.....	.....
Do. do. pref.100	2,084,200	F. & A.	Dec. '70 3
Connecticut River.....100	1,700,000	J. & J.	Dec. '70 5
Cumberland Val. V. 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norw.R. .. 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref 100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn. and Georgia ..100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jefferson & Canand*.100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'70 2½
Do do. pref. 50	500,000	J. & J.	Dec.'70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg 100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester ..100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	M. & N.	May '70 5
Franaf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	Dec. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Dec. '70 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Feb. '71 8
Huntingdon & B'd Top .. 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jan. 68 3½
Illinois Central.....100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,590,000	J. & J.	Jan. '6?5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jan.'71 1½
Joliet & North. Indiana*.100	300 000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb.'70 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	2,739,800	M. & N	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Dec.'70 2½
Lehigh Luzerne..... 50	344,950	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill* 50	2,646,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'68 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Oct. '70 5
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,6 6,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati.... 50	2,029,775	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '68 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	.....	Dec. '70 2
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225,848	J. & J.	Dec. '70 5
Middleboro' and Taunton.100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '71 [illegible]
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	Dec. 1870	Dec.'70 7s
" " " pref.....100	10,424,903	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point.100	1,644,100	J. & D.	Dec.'67 4
Morris and Essex*..... 50	8,352,800	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. 71 6
Nashua and Lowell.....100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. London.100	738,538	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '71 5
New London Northern...100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,428 330	A. & O.	Oct. '70 4
New York and Harlem.... 50	6,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,600,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester ...100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Dec.'70 2½
Old Colony & Newport ..100	4,959,020	J. & J.	Dec. '70 5
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,500	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	33,493,812	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '71 3
Portland and Kennebec...100	581,100	J. & J.	Jan '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester.100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ..100	4,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb.100	3,000,000	J. & J.	Dec.'70 4
Rutland preferred.....100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute.100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,058,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand. Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke...100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)...100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..*100	3,929,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw.100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.).100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,000,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,675	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,668	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren 100	1,517,650	.....	.....3½
Worcester and Nashua ... 75	1,400,555	J. & J.	Dec.'70 5
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,895	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	15 000,000	F. & A	F. b. '71 5
Delaware and Raritan.....100	4,999,400	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,858,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J & J.	Jan.'71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Nov.'70 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	8,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Dec. '70 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,658
1868	64,463	86,987	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	788,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871		....	....	....	....	....	....	....	....	....	....	....	....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	295,044	411,986	421,485	501,049	498,635	488,658	432,492	386,599	4,831,770
1871		....	....	....	....	....	....	....	....	....	....	....	....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	308,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	638,121	....	....	....
Chicago and Northwestern:													
1863	....	....	....	....	....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	[illegible]
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	[illegible]
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	....	....
1871		....	....	....	....	....	....	....	....	....	....	....	....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	250,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871		....	....	....	....	....	....	....	....	....	....	....	....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	788,530	823,901	727,810	613,329	7,160,992
1868	587,448	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	759,215	645,768	861,358	870,584	862,171	841,991	....	....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,718
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,3:6	1,418,869
1871	130,888	....	....	....	....	....	....	....	....	....	....	....	....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,684	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306.186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,570	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4.371 0.3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	[illegible]	7,250 669
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248.838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,899
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 280 883
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,819
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254.896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	219,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,382
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	2 2,005	....	....	....	....	....	....	....	....	....	....	....	....
Philadelphia and Reading:													
1862	192,216	217,161	244,428	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032,149	812,178	9,556,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.083 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,886	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956.658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,736,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,285,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	....	....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,766
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,851	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	....	167,305	175,453	168,285	159,555	....	....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,096	121,795	....	....
1871	126,218	....	....	....	....	....	....	....	....	....	....	....	....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,858
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,908
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,877	434,284	4,252,843
1870	312,133	298,645	295,298	318,699	340,892	348,682	322,756	466,431	508,042	451,293	425,687	386,254	4,469,762
Union Pacific:													
1869		....	....	....	797,943	706,602	623,560	617,586	758,467	869,665	887,388	716,829	5,706,183
1870	[illegible]	500,189	589,326	706,608	802,586	746,450	648,058	664,051	728,521	719,698	570,168	482,838	....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Feb. 1, 1871.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	105½
.. ..coupon		5	" "	1874	105½
Loan of June 22, 1860 .....registered	matured.	5	" "	1871	....
.. ..coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 registered	282,733,100	6	" "	1881	113⅝
and March 3, 1863 .....coupon		6	" "	1881	113⅝
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	104
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	494,080,150	6	May & Nov.	1882	110
.. .. .. (5-20s).....coupon		6	" "	1882	111¼
Loan of March 3, 1864 (5-20s)...registered	3,103,100	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	110⅝
Loan of June 30, 1864 (5-20s)...registered	102,904,950	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	110⅝
Loan of March 3, 1865 (5-20s)...registered	183,842,000	6	" "	1885	110⅝
.. .. .. (5-20s).....coupon		6	" "	1885	110½
.. .. .. 2d series (5-20s)...registered	267,737,600	6	Jan. & July.	1885	110⅝
.. .. .. (5-20s).....coupon		6	" "	1885	109⅝
.. .. .. 3d series (5-20s)...registered	339,764,250	6	" "	1887	109½
.. .. .. (5-20s).....coupon		6	" "	1887	109½
.. .. .. 4th series (5-20s)...registered	39,666,250	6	" "	1888	109½
.. .. .. (5-20s).....coupon		6	" "	1888	109½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
.. .. .. (10-40s)....coupon		5	" "	1904	109½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95–'99	111⅝
Certificates of Mar. 2, 1867, and July 25, 1868..	42,085 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847, 1848 and 1860.....	918,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	219,932	var	.....	Due.	....
Treasury Notes (7-30s).....	533,350	7.3	.....	Due.	....
Certificates of Indebtedness.....	5.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,885,390	6	.....	Due.	....
Temporary Loan of June 30, 1864	80,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,101,086	*nil.*	.....	Dem.	....
Fractional Currency	40,749,593	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	98½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	59
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	57½
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	109½
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71–'81	101½
.. — .. Oct.'61.(10 or 20yr)		6	" "	'72–'82	99½
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	88
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81½
.. — .. .. (" ")....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)....	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	68
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	100½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	97
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	96
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'99	95½
.. — .. .. 1838–'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864–'68	2,040,100	6	" "	1883	103
.. —South Relief Loan of 1867.....	100,000	6	" "	1878	....
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar	1,166,500	5	" "	'90–'94	95½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1879	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70–'72	....
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72–'73	108½
.. —	720,000	6	" "	'74–'75	105
.. —	1,430,000	6	" "	1876	104½
.. — .. .. 1862.....	600,000	5	" "	'77–'78	....
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	90½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	89½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	99
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	99
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	108
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	106
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'91	48
.. — .. (new).....	3,959,045	6	" "	'92–'98	26½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	37½
Ohio—State Loan (New York).....	1,284,517	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,309	6	" "	1881	100½
.. — .. (")....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	104
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	103½
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104
.. —	7,909,600	6	" "	1877	105½
.. —	9,273,050	6	" "	1882	107
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	100
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
.. —Funding Bonds	1,282,971	6	" "	'70–'90	59½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	2·9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	64
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	63½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	109
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	65
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	61½
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	91½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	89
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94⅞
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	24½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2 000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	328,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	94⅞
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	96½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	*Philadelphia.	1897	89
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'79	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	81
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98⅞
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	107½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	94
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	109
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	92½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98½
Funded Coupons	755,000	7	May & Nov.	" "	1883	92½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	92½
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext	200,000	7	" "	" "	1885	87⅞
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	86½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	89
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80⅞
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	80½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	80
Consol. S. F. Mort. 5,000,000	528,000	7	May & Nov.	" "	1900	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91¾
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	61¼
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,493,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	98½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	468,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	734,000	6	Feb. & Aug.	Boston.	1874	101½
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	85
5th Mortgage	926,500	7	June & Dec.	" "	1888	79½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,897,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	'70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	104½
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	100½
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	1 2½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	107
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	...
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70-'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69-'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70-'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80-'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70-'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	82½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	102½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	96
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	377	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Income Bonds (Tenn. and Ala.).	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88-'94	....
2d Mortgage	792,050	6	" "	" "	71-'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75-'87	98
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,300	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	88
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	91½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73-'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1883	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	84½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	65
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	May & Nov.	"	18—	96½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	...
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	98
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	92
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'78	103
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	97½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	86¾
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81¾
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	97
Company Bonds	458,000	6	April & Oct.	"	1875	97¾
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	83
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	79
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'79-'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96⅜
St. Louis Loan	700,000	6	" "	" "	'71-'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102¼
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,548,000	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	93¾
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	93
2d Mortgage	4,000,000	6	" "	"	1901	85⅞
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	87½
Philadelphia, Germant. & Norist:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	96½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	80
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	105½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	93¾
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						94
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69-'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92¾
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107⅞
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	68
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	86
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	79½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	70½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	70½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	97½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	85½
3d Loan	2,000,000	6	" "	"	1897	91
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88
Convertible Loan	1,496,879	6	" "	"	1877	78
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	75½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	48
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	12½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0				—	Alabama and Chattanooga..... Alabama.									70.0							100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ... New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,856	697,846	237,353	—	100	87½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	*				425,000			68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—				—	Ashuelot..... New Hampshire.	506,000				246,018	150,000			—	(Leased	to Cheshir	e.)		7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000			505.7	3,844,135	42,652,418	819,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*			2,494,900	3,483,992			—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris .. N. Y.	217,345	*	.....	.....	194,250	20,000			15.5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	139½
									Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—				—	Parkersburg Branch.. .... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31, 1869	20.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.... Michigan.	1,791,776	*	289,895	31,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355		—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—				—	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600,000				—				42,000	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—				—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000				—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	165	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751,902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,880,314	10	100	155
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ..... Mass	1,601,018	*	100,000	68,700	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,137,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	1½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	140
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	285,631	16,623	4,471,274			1,000,[illegible]	144.0	849,692	44,032,919	13,399,31[illegible]	[illegible],565,6[illegible]8	511,551	10	100	150½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000			504,422	63.0	454,853	22[illegible]6,449	12,499,87[illegible]	1,049,125	278,807	10	100	153
Sept. 30, 1869	26.0	—	2.0	....				—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)			—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—				—	Buffalo and Lake Huron..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)		7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	trns 100 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,100,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	117½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—				—	Camden and Burlington Co.. New Jersey.	712,362	.....	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	82,010	5	100	70
Dec. 31, 1869	41.4	—	3.7	—				—	Cape May and Millville..... New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. b	y West J	ersey.)		6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—				—	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....				—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)		—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—				—	*Cedar Rapids and Missouri River*... Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	104
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	27
Dec. 31, 1869	742.0	120.0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742.0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(N	o returns.)			—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—				—	Chemung..... New York.	400,000	.....	.....	.....	380,000				—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No retur	ns publish	ed.)			—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—				—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	117
Apr. 30 1870	307.0	296.2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699,340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,403,207	6,621,773	2,604,594	10	100	153½
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(N	o returns.)			—	100	....
May 31, 1870	81.3	1.1	16.7	—				—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	74½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,044,797	16,000,000	8,787,643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	106½
May 31, 1869	—	—	—	26.0				—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton... Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—				—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—				—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. b	y Kentuc	kyCentra	l.)	—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction.. O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—				—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland.. Ohio.	5,700,00	*	107,866	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24
Jun. 30. 1869	132.1	—	9.0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2,641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*			11,620,000	1,997,000			390.4	2,155,245	29,770,918	95,130,680	2,962,614	929'384	7	100	83
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio	2,922,345	397,981			2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,456,515	2,283,265			6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	908,306	8	50	103½
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,491	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	33,539,369	*			13,000,000	18,814,000	1,725,369		558.0	3,655,909	35,605,620	41,064,199	3,529,411	262,452	—	100	18½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....Ohio.	2,034,200				1,786,200	248,000				(Leased	& operate	d by Little	Miami.)		6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire.	1,500,000	*	138,029	92,610	1,500,000		75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	158½
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont.New Hampshire.	698,258	*			595,587	374,500	300,000		27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859				350,000					(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	85½
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River .....Massachusetts.	2,100,430	*	164,854	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	140
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300		215,000		1,278,300	1,000,000				(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000				200,000	30,000			14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania. Maryland.	3,300,000	*			1,500,000	3,443,000			34.0	337,200			791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000		1,316,900	352,300			74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000		6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....Penn.	313,910	15,600	300,000		413,150	510,000				(N	ot yet in o	peration.)				100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*			3,000,000	2,000,000				(U	nder cons	truction.)				100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268		261,099	2,393,140	4,278,300	112,579		141.4				1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	870,000				309,276	715,000				(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....Delaware.	1,826,018				891,206	892,750				(Leased	and oper.	by Phila.,	Wilm. an	d Balt.]	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000			14,100,600	3,3 8,000	2,190,000		253.4	1,820,253			2,417,324	637,845	10	50	103
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*			3,872,500	4,310,000			184.0				830,241	365.392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....Michigan.	11,407,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243			1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000				480,000					(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124		(Leased	& oper. by	Ill. Centr.)	1,290,589		7	100	89
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....Iowa.	1,550,000	*			1,000,000	550,000			79.0				188,832			100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	407,000				280,000					(I	n progres	s.)				100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000				700,000	1,000,000				(Leased	to Boston,	Hart.&Fis	hkill.)			100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,800		2,500		89,800	175,000	2,000			(Leased	to Pennsy	lvania.)				50	
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	120½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000				280,000	570,000				(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)		100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604				392,550					(Leased	to Phila.	& Readin	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,472,599				1,309,200	495,900				(Leas d	to Phila.	& Readin	g.)		7	50	84
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶..Tenn & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0				1,278,864	562,682	—	100	
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶.....Tenn.					(Consolid	ated in t	he East	Tennesse	e, Virg	inia and	Georgia.)						
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....Tenn.								(Oper. by	Evan	sville, H	enderson	& Nashv.)					
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000				500,000					(Leased	to Norther	n Central.)	25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000			1,000,000	1,620,000				(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575			78,536,910	23,398,800			845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	21½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000		999,600	2,577,590		57,809	101.2	484,530			824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶..Maine.	2,094,883	148,659				3,000,000				58,493			129,726	56,195	—	100	
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶.N. Brunsw.	4,674,808	*			(Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	23.5	—	....	5.45	....	....	....	....	Europ. & N. American W. Div.N.Bruns.	1,743,037	*			803,750	1,853,907	18,001			(No	t in comp	lete opera	tion.)			100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838			516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.									64.0						—	100	
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,089	*	21,174	491	150,000	.....	269,450		5.8	10,846	350,016		26,815	3,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000				90,000			60		(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg .....Massachusetts.	3,640,000	*	300,579	200,661	3,640,000			801,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	136½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000				150,000	100,000	100,000			(Oper. b	y Belvide	re Delaw	are.)			100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....Michigan.	2,269,094	*	173,876	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113			466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....Florida.	5 300,000	*			3,000,000	2,300,000			154.0						—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,300,000	*			800,000	1,500,000				(Not i	n complet	e operatio	n.)			100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266		230,845		99,266		23.0	12,800			69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson.Texas.						575,000			52.0	[Operat	ed by Rec	eiver.]				100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*.....Indiana.									40.0	[In prog	ress and n	o part in c	ompl te o	pera'n.]		100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley.....Michigan.	3,000,000				1,000,000	1,000,000				[Owned	and ope..b	y Mich. Ce	n.since A	pl.1870.]		100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶.....Canada.	90,720,865	*							1,380.0	7,071 893			7,153,924	1,607,631		100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶.....Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,676,393			3,934,114	1,780,516	4	100	
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶ ...S. Carolina.	3,081,213	*	80,496		1,610,374	1,902,157			164.2	125,000			365,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....Missouri.	17,947,073	*			8,000,000	8,938,000	1,009,073		275 0				2,941,957		—	100	83½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000		23,069		(Leased	to Pennsy	lvania.)			7	50	112½
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven....Connecticut.	3,407,285	*			4,800,000	744,000			75.0	578,810			1,568,362	513,594	10	100	165
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.Conn. & R. I.	4,704,866	*			2,037,939	2,055,500			130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield.....W. Va. & Penn.	1,616,459	41,340	104,900		1,809,565	500,000	100,000		32.0	20,800			60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic .....Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,257	119.8				743,808	166,231	—	100	
Dec. 31, 1869	144.0	38 0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....Texas.	5,600,000	*			3,000,000	2,600,000			125.0				1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....Texas.									50.0	[Is bein	g continue	d to Whar	ton Color	'do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River .....New York.	19,919,537	*			16,020,000	4,309,220			150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.....Penn.	2,202,174	*			706,580	1,927,614			58.8	191,777			291,564	5,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*.....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,500		970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	133½
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....Indiana.	(Road in	progres	s now o	perating	St. Louis	Alton &	T. H. R.	R.)	194.0				1,774,867	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	13,720,057	*			5,685,497	7,358,931	675,628		289.0	1,205,686			1,921.274	707,492	—	100	7½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.									75.0						—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.										[Project	ed.]				—	100	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron .....Ohio.	327,795	*			132.411	35,000			13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	249,500		400,000	130,000			11.0				82,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*		87,031	515,465	1,895,000	143,196	131,393	116.0				391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin.....Penn.	1,765,248		35,000		603,077	1,000,000	688,228			(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,923	225.0				1,140,099	403,486	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,006,000				1,500,000	500,000				(Leased	and oper. b	y Chicago	& Alton.)		7	100	91
Dec 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000				(Leased	and oper. b	yMich'gan	Central.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	16.472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific.....Kansas & Col.					5,072,500				439.0	963,512			2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central.....Kentucky.						1,209,000	[St k sw	amped.]	112.0		(Operated	by bondh	olders.]		—	100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...Tennessee.									16.0	[No	returns.]				—	100	
Dec. 31, 1869	31.0	—	1.8	34.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.									31.0	[No	returns.]				—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	94
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,578,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	120
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,825	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1. 1	869 to Pb	g Cin.&S	t. L.at$4	80,000p.a.]	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased	to Phila. a	nd. Read.)	301,290	242,940	8	50	67½
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	70½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.0	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State. rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	.....	.....	1,891,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	—	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	—	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under co	nstruction.)	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	117½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50.966	—	—	(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	—	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	53
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	—	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	104
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	129,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	eassees.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee.¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	885,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	224,206	85,468	1,232,728	531,500	50,643	—	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	—	—	—	23.0	24,1:8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	—	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	(Leased	to Dela.,L	acka. and	West'n.]	.....	7	100	89
Sept.30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	—	.....	126,747	43.0	224,938	(,499,849	5,191,427	411,960	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,963	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	95	New Bedford and Taunton.....Mass.	500,000	*	193,154	.....	500,000	172,500	—	124 078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	—	—	—	—	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	251	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)	.....	10	100	118
Dec. 31, 1869	73.8	8.5	7.1	—	....	....	....	....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485,228	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	—	—	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,500	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	93½
Sept. 30, 1869	5.0	—	....	34.8	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	124½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	7 6 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	143½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3,401,324	591.000	.....	.....	—	(In cour	se of con-t	ruction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,555	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,260	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La								72.0								160	
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,00 0		381.0				2,084,486	432,124			21	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476	67.7	460,143			1 132,731	463,114	5z	50	90	
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218	97.6	404,631	5,252,948		671,07o	168,918	—	100	
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	81	
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	107	
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	46,773			325,369	65,764	8	100		
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000		227,017	66.0	349,958	5,909,914	9,312,721	614,199	191,642	10	100	110	
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		145.0				281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922	122.0	532,120		31,199,413	1,045,222	356,839	6	100	88	
Dec. 31, 1869	340.0	53 0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321		340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	35	
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	93	
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155.604	4,959,020	2,879,000		418,269	142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100	95	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0				169,088	29,747	—	100		
Sept. 30, 1869	28.6	—	3.2	—				—	Oswego and Rome	New York.	925,999	*			300,000	610,000				(Leased	to R. W. &	Ogdensb.)	125.564	62,782	—	100		
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,007	8	100		
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760			3,213,058	894,345		100		
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*			7,000,000	3,784,136			47.0		nine m	onths.	1,105,219	340,861	—	100	70	
Dec. 31, 1869	14.5	—	14.5	—				—	Paterson and Hudson	New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100		
Dec. 31, 1869	12.0	—	....	—				—	Paterson and Newark	New Jersey.	1,000,000				500,000	500,000				(Leased	to Erie)					100		
Dec. 31, 1869	15.1	—	—	—				—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	6	100		
Dec. 31, 1869	22.0	—	—	—				—	Pemberton and Hightstown	N. Jersey.	538,692				342,150	160,000	36,542				(Leased t	o Camden	and Amb	oy.)		100		
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	123	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50	225	
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N. Y. & Penn.	2,449,079				1,061,700	3,000,000					(Complet	ed Sept. 1	3, 1869.)			100		
Dec. 31, 1869	46.0	—	....	—				—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100		
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			83.0		(Complet	ed July 1,	1869.)			100		
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000				12.0		(In pr	ogress.)				100		
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894			82.3	164,357			245,634	97,975	3	100		
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686		46.0	124,224			196,672	9,272		50		
Oct. 31, 1869	287.6	20	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.		50	56	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	164	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,824,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	98	
Oct. 31, 1869	26.5	—	35.8	—				—	Philadelphia and Trenton	Pennsylvania.	1,436,338		329,675		1,259,100		80,555		26.5				1,077,559	274,081	10	100	115	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	103	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,154		201.0	1,849,510			2,434,101	531,833	—	50		
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331	608,919	207,354		50		
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9½	100	95	
Sept. 30, 1870	18.6	—	1.6	—				—	Pittsfield and North Adams	Mass.	443,677				450,000									21,450	6	100	85½	
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988			109.5	354,754			632,763	217,872	6	100		
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000				51.3	303,266			575,036	175,586	6	160	121	
Mar. 31, 1870	50.0	—	....	—				—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100		
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496	26.0				80,083	22,015	—	100	110	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	67,000	18,500		15.0	37,960			112,572	21,542	—	100		
Sept 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	135,000	117,698	47.3	349,465	10,416,520	10,383,430	661,717	189,154	10	100	138½	
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000			97.0				208,000	141,000	3	100		
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070			207,799	55,879	—	50		
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100		
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5				332,025	132,491	—	100		
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100		
Sept. 30, 1869	38.3	—	....	—	....	....	....	....	Richmond and York River ¶	Virginia.	1,250,000	*			660,000	600,000					(Not in o	peration.)			—	100		
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0		(No	returns.)			—	100		
Sept. 30, 1869	141.3	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,889,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	125	
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		331,828		138.0	679,669	8,347,127	16,336,225	874,855	187,329	—	100	45½	
Dec. 31, 1869	132.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500			132.0				753,000	376,000	—	100	72½	
Dec. 31, 1869	175.0	34.0	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000					(Oper. by	Ind. & St.	Louis.)	611,800	—	100	25	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000					abo	ut 900 000			—	100	48	
Dec. 31, 1869	150.0	—	....	—				—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. &	Alton.)		240,000	—	100		
Dec. 31, 1869	—	—	....	72.3				—	St. Louis and St Joseph	Mo.		(Unfi	nished.)		2,000,000	1,000,000					(No	returns.)			—	100		
May 31, 1870	158.0	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000				(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100		
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000				257,004	2,776,680	3,570,874	373,448	138,411	—	100		
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514		189,152			338,693	179,941	—	100		
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,633	6	50		
Sept. 30, 1870	6.9	—	0.5	—				—	Salem and Lowell	Massachusetts.	471,492	*		2,524	243,305	226,900	1,287						17,000	15,518	11	100		
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,832	2,307,742			116.3	271,076			429,212	101,024	—	100		
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50		
Oct. 31, 1869	11.0	12.8	8.5	—				—	Schuylkill Valley	Pennsylvania.	576,841				576,050					(Leased	to Phila. a	nd Readin	g.)		5	50		
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000			80.0						—	100		
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521	119.3				282,215		—	100		
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100			200.0				460,000		—	100		
Oct. 31 1869	28.0	—	4.5	—				—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Le	ased by N	orthern C	entral.)		6	50		
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000			45.5				61,504	22,091	—	100		
Dec. 31, 1869	20.0	—	2.0	—				—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100		
May 31, 1869	50.0	—	2.5	—	10	18	5	30	Shore Line	Connecticut.	732,900	*			677,900	55,000			50.0				310,182	47,424	6	100		
Dec. 31, 1869	101.8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,820							224,476	90,900	—	100		
Dec. 31, 1869	37.0	—	1.6	—				—	Somerset and Kennebec	Maine.	800,000				230,000	500,000				(Leased	and oper. b	y Portlan	d & Ken.)	36,000	—	100		
Dec. 31, 1869	16.0	—	....	—				—	South Branch	New Jersey.	439,694				438,300					(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100		
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,361	355,501			801,171			1,382,167	595,507	—	100		
Dec. 31, 1869	50.0	—	—	133.0	8	—	—	—	South and North Alabama	Ala					1,500,000	1,000,000					(In progres	s.)			—	100		
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100		
Sept. 30, 1869	37.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,973,558	*			497,750	850,000			63.0	150,560	5,597,645	2,094,921	221,815	66,552	10	100		
Sept. 30, 1869	223.0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynch b'g) ¶	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100		
Dec. 31, 1869	76.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	completi	on.]	3,000,000	1,500,000									—	100		
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.															—	100		
Dec. 31, 1869	143.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.						25,000p m			100.0				348,218	203,473	—	100		
July 31, 1869	143.0	114.5	22.9	26.5	30	14	19	395	Southwestern	Georgia.	4,537,313	*		131,053	3,930,900	609,500	37,155	41,811	257.5	384,922			916,116	360,386	8	200	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Includin	gFerry.)	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	—	634	267,300	—	—	634	—	.....	.....	.....	8,501	7,856	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In pro	gress to be	completed	Juue 187	0.)	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400,000	—	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	104
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	52½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	20½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	—	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	.....	.....	—	(Leased	by Vermo	nt Centra	l.)		8	100	104
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,626	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	70
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	483,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee † .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,616	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'in.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	—	—	....	93.0	...	...	...	....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	—	[In	progress.]	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased	to Pennsy	lvania.)			—	50	81
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.		[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	—	No retu	rns for ye	ar.]			—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Aug. 31, 1869	94.0	—	....	86.0	...	...	...	....	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct'	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg †...New York.			(No	return.)					20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	.....	.....	—	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	139,261	82,375	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	[W & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	—	[no	returns.]	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,857	(Leased t	o Northern	Central.)		—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	...	...	...	....	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)		—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	—	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231.194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	115½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,683	—	.....	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	69
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n prefeire	d stock.)	431,246	184,848	—	100	33
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	258,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	109.2	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	14
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1.100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvaia.)	.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses a'd Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20⅞
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie Ci'y .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6⅞	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	...
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	43
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000	—	233,457	821,332	134,567	10.0	100	100	70½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	18	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25½
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	57½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	-	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	23
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper	yTroy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	30	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	18
Nov. 30, '69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	...
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18-	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J & J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	...
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	90½
Worcester: 1st Mortgage.....	72,000	6	A.&O	1879	...

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	76½
Cayuga and Susquehanna,* guar....	589,110	...	0	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung, guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	3	86½
Chicago and Alton, pref.....	2,425,400	7	10	119
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	85
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,636,910	7	7	46
Evansville and Crawfordsville pref..	160,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	97½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	...
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	27½
" " 2d pref.....	4,051,744	6	...	8
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	328,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	74½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,600	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.....	3,500,000	7	7	72
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and N. Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	82
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	56½
Sandusky and Cincinnati, pref.....	445,500	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76½
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	75
Schuylkill Navigation, pref.....	2,888,997	6	6	34½
Union, preferred.....	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774,400	7	7	9

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 75 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton	29 — @ 33 —
Pig, American, No. 1.....	30 — @ — —
Pig, American, No. 2.....	28 — @ 29 —
Pig, American, Forge.....	27 — @ 28 —
Bar, Refined, English and American.....	— — @ 75 —
Bar, Swedes, assorted sizes.....(gold)	85 — @100 —
—Store Prices.—	
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined.....	74 — @ 79 —
Bar, Common.....	70 — @ — —
Scroll.....	97 50 @125 —
Ovals and Half-round.....	97 50 @125 —
Band.....	92 50 @ 95 —
Horse Shoe	95 — @ — —
Rods, ⅛@3-16 inch.....	82 50 @ — —
Hoop.....	102 50 @140 —
Nail Rod .....per lb.	— — @ — 6¾
Sheet, Russia, as to No.'s.....(gold)	— 10½@ — 11
Sheet, Single D. and T. Common	— 4½@ — 6
Rails, English.....(gold).....per ton.	56 — @ 58 —
Rails, American, at Works in Penna..c'y.	70 — @ 72 —
Anvils, (Eagle).....per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 15 @ — 18
English Spring (2d and 1st quality).....	— 7 @ — 10
English Blister (2d and 1st quality).....	— 10 @ — 17
English Machinery.....	— 11½@ — 14
English German (2d and 1st quality).....	— 13 @ — 15
American Blister "Black Diamond".....	— — @ — 12
American, Cast, Tool, do.	— 16 @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d.....per 10 0lb	4 37½@ 4 50
Clinch.....	5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6).....per lb.	— 23 @ — 28
Copper.....	— — @ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— — @ — 39
Straits.....(gold).	— 38¾@ — 33¾
English .....(gold).	— — @ — 33½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 75 @ 9 —	10 — @ 10 50
I. C. Coke.....	7 37½@ 7 75	8 37½@ 8 75
Coke Terne.....	6 23 @ 7 25	7 — @ 8 —
Charcoal Terne.....	7 75 @ 8 25	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 15 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 18½
Refined, prime L. S. to W. (110 @115 test)	— — @ — 25½
Refined, Standard White (in ship'g order).	— — @ — 26½
Refined, prime White (in shipping order).	— 27 @ — 28
Refined, S. W. (in jobbing lots).....	— — @ — 23
Refined, S. W. (in tin)	— 31 @ — 32
Naptha, Refined, (65 @ 73 gravity).....	— 10½@ — —
Residuum.....per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the abr ve rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	Th.2	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Canton Co.....	71½	....	73	....	....	....
Central Pacific 6s.....	91½	....	91¾	91¾	92½	93
Central of N. Jersey....	104	104½	104¾	104½	....	104
Chicago & Alton.....	117	117½	116½	117	117	
" pref.....	....	....	....	....	....	....
" 1 M.....	102½	....	....	....	....	....
" S. F.....100	....	....	....	101	....	
" Inc. bds.....	94½	....	....	94	....	
Chicago, Burl. & Q.....153½	....	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern . 75	74	75	75	74½	74¾	
" pref..... 85½	84¾	85	84½	84½	85	
" 1st M..... 92x	....	....	92¾	92½	....	
" S. F.....	....	....	....	....	....	
" Consol.....	....	86x	86	86	86	
Chic., Rock Isl. & Pac..107½	106¾	106¾	106¾	106½	106½	
Chi., R. I. & Pa. 7s, 1896 98	98	....	....	98	98	
Clev., Col., C. and Ind.. 83	83	83	83	83	83	
Clev. and Pittsburg.....	104½	105	....	....	105	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	....	80	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 18½	18½	18½	18½	18¾	18½	
" 1 M..... 83¾	....	83¾	83¾	83¾	83¾	
" 2 M..... 61½x	61½	62	62	....		
Cumberland Coal pref.....	....	....	....	....	....	
Del. & Hudson Canal...116¾	....	....	....	116	115¾	
Del. Lack. & Western. 104½	....	104	103¾	103½	104	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	....	....	....	....	
Dubuque & Sioux City 86½	....	88½	89	....		
Erie Railway..... 22	....	21¾	21½	21¾	21½	
" pref..... 46	....	....	....	....	....	
" 1 M. 7s, 1897 98	....	....	....	....	....	
" 2 M. 7s, 1879..... 95	....	....	....	....	....	
" 3 M. 7s, 1883.....	....	....	....	....	....	
" 4 M. 7s, 1880..... 85	....	....	....	....	....	
" 5 M. 7s, 1888.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph. 83	84¾	86	86½	85½	85½	
" pref.....	....	97½	....	97½	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M 7s, 1875.....	....	....	....	....	....	
Illinois Central 134	133½	....	133½	134	133½	
" bonds	....	....	....	....	....	
Lake Shore & Mich.S'th. 94	94	93¾	93¾	93½	94½	
Lake Shore Div. bonds.....	....	....	....	....	....	
Marietta & Cin. 1st pref.....	26	25	....	27	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central.....118	....	117¾	118½	....	117¾	
" S.F. 8s, 1882.....	....	....	....	....	....	
" conv. 8s, '69.....	....	....	....	....	....	
M. S and N. I. 1 M. S. F.....	....	....	....	....	....	
" 2 M.....	....	....	....	....	....	
Mariposa Mining Co... 5½	....	....	....	....	....	
" pref..... 9	9	9½	....	9	9½	
" Tr. 10s ctfs.....	....	....	....	....	30	
Milw. and St. Paul..... 52¾	52¾	....	53	53½	....	
" pref..... 74	74½	74½	74¾	74	74¾	
" 1st mort..... 92	....	92½	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	....	....	102½	
" 7 3-10s con.....	....	92x	....	....	....	
Missouri 6s..... 89½	89½	89¾	89½	89¾	....	
" H. & St. J. iss. 89	....	....	....	89½	....	
Morris and Essex..... 89½	89½	88¾	89	89	89	
" 1st mort..... 102	....	....	102	102½		
" 2d mort..... 95½x	....	....	....	....	....	
New York Central.....	....	....	....	....	....	
" 7s, S.F. 1876.....	....	....	....	....	....	
" 7s, conv. '76.....	....	....	....	....	....	
" 6s, S.F. 1883.....	....	....	91½	....	....	
" 6s, S.F. 1887.....	....	89	....	....	....	
N. Y. Cen. & Hud. Riv. 94	93¾	94	93½	93½	93¾	
" certificates. 89½	89	89½	88¾	89	....	
N. York and Harlem...125	124	125½	125½	124	124½	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873.....	....	....	....	....	....	
N. Carolina 6s, old..... 47	....	....	....	47	48	
" new 24¾	....	24¾	25½	25½		
Ohio and Miss..... 35	35	35¾	35¾	....	....	
" pref..... 72	72	....	....	....	....	
" 1st M.....	....	....	....	97	....	
Pacific Mail S. S. Co.... 43½	43¾	43½	43½	43½	43½	
Panama 70	69½	70	71	70½	70	
Phila. and Reading..... 98	97¾	98½	98¾	98½	98¾	
Pitts., Ft. W. & Chi. gtd. 95	95	95	95	95	....	
" 1 M.....	....	....	....	....	....	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 10½	10	10	10	10½	11½	
St. L., Alton & T. H.....	25	....	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	....	....	....	....	82	
" Income bds....	....	....	75	....	....	
Tennessee 6s, old.....	64½	63	....	63½	64	
" new..... 64½	....	63½	63	63½	63¾	
Tol., Wab. & Western.. 52¾	52¾	52¾	52½	52¾	....	
" pref.....	....	....	....	....	....	
" 1 M.....	....	91½x	91	....	....	
" 2 M.....	....	....	86	....	86	
" Equipment.....	....	....	....	....	....	
Union Pacific..... 18½	19¾	20½	20½	20½	19¾	
" 1st mort... 78¾	79	79½	79½	79½	80	
" L. Gt. 7s... 69½	....	....	69	70	....	
" Inc. 10s.....	....	....	....	70½	....	
Virginia 6s, old.....	65	....	64	64	65	
" new 60½	....	....	....	....	61½	

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109½	109½	109⅝	109¾	109¾	109⅞
U. S. 5s, 10-40s, reg	....	106¾	....	....	....	....
U. S. 6s, 1881, reg	113¼	....	....	113¼	....	113¼
U. S. 6s, 1881, coup	113¼	113	....	113¼	113¼	113¼
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ty	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	110	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	110⅝	110¾	110¾	111¼	111¼	111¼
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	110	110	....	110⅝	110⅝	110⅝
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	110⅝
U. S. 6s, 5-20s, c. 1865	110	110¼	....	110⅝	110⅝	110½
U. S. 6s, 5-20s, r. n. '65	....	109¼	....	....	109¾	....
U. S. 6s, 5-20s, c. n. '65	108¾	109	109½	109⅝	109¼	109⅝
U. S. 6s, 5-20s, reg. '67	109¼	....	....	109⅝	....	109⅝
U. S. 6s, 5-20s, c. 1867	109¼	109½	109¼	109¼	109⅝	109½
U. S. 6s, 5-20s, reg. '68	....	....	....	109⅝	....	....
U. S. 6s, 5-20s, c. '68	109⅝	....	109⅝	109⅝	109¾	109⅞
U. S. 6s, Pac.R.R.issue	111¼	111¼	....	111½	....	111⅝

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa	....	....	....	....	....	....
.. preferred	38⅝	....	....	....	....	....
Camden and Amboy	116⅝	117	117	117¼	117¾	117¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	93x	....	....	....	92	92
.. 6s, 1889	94¾	....	....	....	....	....
.. mort. 6s, '89	95	....	96¼	....	96¼	96¼
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33¾	34¼	34¼	34¼	34¾	34¾
.. 6s, 1884	....	....	....	....	....	....
.. Gold L.	....	....	....	88½	88½	....
.. R. R. L.	....	....	....	....	....	....
Lehigh Valley R. R.	60¼	60¼	60¼	60¼	59⅞	60
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg.	95¼	....	....	....	....	95¼
Little Schuylkill R.R.	43½	43⅝	43½	43¾	....	....
.. 7s	....	....	....	....	....	....
Minehill	51¾	51¾	....	51¾	51¾	52
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	44½	44½	....	45	....
.. 6s, 1880	....	....	....	....	....	98
.. 7s	95	95¼	....	95½	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	40¾	....	....	40¾	....	40¾
Pennsylvania R. R.	62⅛	62½	61⅞	61¾	61⅞	61⅝
.. 1st M.	....	....	....	....	....	....
.. 2d M.	102¼	102¼	....	....	....	....
.. Gen. mort	....	....	....	....	94	94
.. .. reg.	....	....	....	....	....	96
Penn. State, 6s. 1st series	....	....	....	....	104	104
.. 6s, 2d series	104⅝	105	106	....	....	....
.. 6s, 3d series	....	107	107	107	....	....
.. 6s, W L.	103½	104	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	100½
.. new	101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor.	....	....	....	82	....	....
Phila. & Reading	49	49	49	49	49¼	49¼
.. 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie	27⅞	27⅞	28	27⅞	28¼	28
.. 6s	....	93	....	....	....	....
.. 7s	87¾	87⅝	87½	87½	87½	....
Schuylkill Navigation	....	8⅝	....	8⅝	....	....
.. pref.	17⅝	17½	17⅝	....	....	....
.. 6s, 1882	....	....	....	75¾	75¾	75¾
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	12½	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	43	....	....	....	....
2d and 3d streets	58	57½	....	....	57½	....
Spruce and Pine	....	25½	....	....	....	....
13th and 15th sts.	....	....	....	....	23	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875	97½	97½	....	....	....	96½
.. 1886	....	96	....	....	....	....
.. 1890	97¼	97¼	96½	....	96	96¼
.. 1884	....	96	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	139	....	139½
.. bonds, 1875	....	....	....	....	....	95
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	94¾	....	95	....	....
Marietta & Cin. 1st M.	....	....	92½x	92¾	92¾	93
.. 2d M.	80	80	80	80½	....	82
Northern Central	41½	....	....	....	40¾	40½
.. bonds, 1885	....	92	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	20½

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7	W.8
Boston and Albany	154½	154¾	155	....	....	....
Boston and Lowell	....	....	....	....	....	140
Boston and Maine	....	....	....	....	....	....
Boston and Providence	152	....	152¾	....	....	153
Boston, Hartford & Erie	....	....	....	....	1¼	....
.. 7s, new	22¼	23½	24	....	24	24½
Cheshire, pref.	....	....	87	....	....	86½
Concord	80	....	....	....	....	79⅝
Connecticut River	....	....	....	....	....	140
Eastern	120	120¾	120	120	120¼	120⅝
Fitchburg	136½	....	136¼	....	....	136¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118	117⅞	118	117⅞	118	118
Northern, N. H.	....	....	....	115	....	115
Ogdens. & Lake Champ	....	89	89	....	....	88¾
.. pref.	....	108½	108½	....	....	108½
Old Colony & Newport	95½	95½	95¼	95⅝	95½	95½
Ph., Wil. & Baltimore	50⅞	50⅞	51	51	51	51½
Portl'd, Saco & Ports	....	122	....	122	121	
Union Pacific	....	20½	....	....	....	....
" 6s	78½	78½	79½	78⅝	....	
" Land Grant 7s	67	....	....	68½	68½	
" Income 10s	....	62	67½	....	65	
Vermont & Canada	103¾	....	....	....	104	
Vermont & Mass	70	....	70	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	70½	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	7x	....	....
Franklin	....	....	2½	....	....	3
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewable	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	....	....	....	21½

London Stock Exchange.

	—Closing Prices.— Jan. 20.	Jan. 13.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	27½ — 28½	28 — 29
Detroit and Milwaukee 1st mort. 7s	67 — 70	65 — 68
Do. 2d mort. 8 p. c.	67 — 70	65 — 68
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	63 — 65	63 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	109½—110½	109½—110½
Marietta and Cin. R. R. bonds 7 p. c.	— — —	— — —
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	93 — 95	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	90½— 91½	90½— 91½
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	93 — 95	92 — 95
Do. with option to be paid in Phila.	93 — 95	92 — 95

American Railroad Journal.

Saturday, February 11, 1871.

Stock Exchange and Money Market.

Money has been quoted quite easy to the leading borrowers on call at from 4@6, chiefly at 5@6 per cent.. The offerings have been liberal and in excess of the current requirements, especially on private account. The speculative demand has been only moderately active, and wholly without any symptom of urgency. The Government houses have had their wants very generally anticipated by lenders on the basis of the minimum rates in most instances. The inquiry from the Stock Exchange firms has been also quite promptly provided for at the rate quoted. In the line of mercantile credits, there has been a moderate show of animation, with a free sale noted for all business paper, grading prime, at from 7@8 per cent. per annum. The last weekly statement of the city banks was favorable to a further development of ease in the general market. The deposits and legal tender reserve were largely augmented. The U. S. Sub-Treasury receipts for the week, were $3,527,062 in coin, and $6,671,070 in currency; payments, $2,949,118 in coin and $5,894,851 in currency. Of its receipts, $3,077,000 were from customs. Included in its payments were $626,146 of coin interest.

The specie reserve of the city banks according to the latest return is $26,233,573, against $38,997,246 same time last year. The city bank deposits are now $215,388,595, against $214,739,179 week ending Feb. 6. 1870. The legal tender reserve amounts to $54,187,393, against $58,048,384 same time last year. The circulation now stands at $31,764,129, against $33,746,481 same time last year. The loans are now $270,789,777, against $264,514,119 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $93,134,656 a day, against a daily average of $85,681,992 the preceding week. The current week's exchanges average about 95⅝ millions a day. The city banks, last week reported a loss of $1,186,872 of specie, with a gain of $4,282,930 of deposits, and $4,696,354 of legal tender notes. They increased their loans $509,407; and reduced their circulation, $84,218.

National Bank notes to the amount of $802 215 were issued last week by the Treasury Department. Deducting from the grand total issue to 1741 banks the currency returned, including worn out notes, amounting to $37,129,262, the existing 1.648 banks, (with an aggregate capital of $435,356,084.) retain an actual circulation of $307,356,953. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $350,048,750; and for the public deposits, $15,819,500—making a total of $365,868,250. The Treasury Department last week redeemed and destroyed $726,400 of worn and mutilated fractional currency, and issued $582,544 of new.

The U. S. Sub-Treasury, last week, increased its coin balance $577,954, and its currency reserve, $776,219. On Wednesday of this week, it closed with a balance of $12,171,615 in currency, and $62,418 091 in coin, against a balance a week previous of $9,725,868 currency, and $69,391,685 coin.

The U. S. Sub-Treasurer retired, last week, $2,725,497 of coin certificates, received for customs.

The Gold movement has shown more animation, and the temper of the speculation has been more confident, chiefly in anticipation of free exports of specie, through the spring months, as the outgrowth of the current heavy imports of foreign goods, and quite moderate shipments of domestic products. The range of the price has been from 111⅜ to 112¼; and the closing quotation on Wednesday was 111¾ against 111⅛ the preceding Wednesday. The outflow of specie, last week, was $1,423,699; and on Wednesday of this week $300,000. The customs drain, last week, was $3,077,000.

The Gold Exchange Bank clearances on Friday of last week were 58¾ millions; on Wednesday of this week 34¾ millions, the extremes since our last.

Under the February programme of the Treasury Department, Government will sell Gold, during the month, as follows: Thursday, February 16, $1,000,000; Thursday, February 23, $1,000,000. And buy in Five Twenties as follows; Wednesday, February 15, $2,000,000; Wednesday, February 22, $2,000,000.

The export drain was $1,423,699 last week against $249,304, same week preceding year. The shipments since July 1, 1870, have been $44 527,-954, against $19,588,248 same time in 1869-'70.

The customs demand for Gold last week, averaged $512,833 a day; thus far, this week, it has averaged $343,000 a day, or equal to a weekly aggregate of $2,058,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $24,216, and since Jan. 1, 1871, $194,774, against $2,030,238 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $85,141,135, against $76,749,653 same time in 1869-'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870. $60,703,678 against $62,006,448 same time in 1869-'70.

Government securities have been in more confident demand, largely on investment account, and prices have again advanced. The offerings of bonds have been quite moderate, especially of the six per cents of 1881, which have been in particularly good request; and the later issues of the Five-Twenties, and the coupon Ten-Forties, on which half a year's interest, or equal to 2½ per cent. in coin, will be due on March the 1st. The announcement that on March 6th Government will open subscription books for the new 5, 4½ and 4 per cent. funding bonds, the same to be sold for par in gold, or exchanged for Five-Twenties, has served to strengthen values.

On Wednesday, Government bought in two millions of Five-Twenties at 108 65@108 82, ex-interest. The amount of bonds offered was $7 088,950.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113¼@113⅜; U. S. Five-Twenties of 1862, 111¼@111⅜; U. S. Five-Twenties of 1864 at 110⅜@110½; U. S. Five-Twenties of 1865, 110½@110⅝; U. S. Five-twenties of 1865 consolidated, 109¼@109⅔; U. S. Five Twenties of 1867, 109⅜@109½; U. S. Five-twenties of 1868, 109¾@109⅞; U. S. Ten-forties at 109⅞@110; U. S. Six per cent. currency bonds, 111⅜@111½.

State bonds have been in more general demand, at stronger prices.

Foreign Exchange has been in more demand and quoted strong in price. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109½; sight bills on London, 110¼@110⅜.

Railway bonds have been in quite active demand in the instances of the principal loans at generally higher and buoyant prices. Central Pacific Sixes have been freely purchased at advanced figures, closing at 93@93¼. Chesapeake and Ohio Sixes have been in more demand at 90 and interest. Union Pacific Sixes have been quoted up to 80@80½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 24.	Feb. 1.	Feb. 8.
Consols	92½	92	92
U. S. 5-20's of 1862	90½	90¾	90¼
U. S. 5-20s, 1865	89¾	90⅛	90¼
" 1867	88⅞	89¼	89⅛
" 10-40s	88¾	89¼	89½
Erie	18⅞	18½	18
Ill. Central	110	110	109
At. and Gt. West	27½	29	28

Railway and miscellaneous share property has been fairly active, but variable, closing steadier in most instances. Union Pacific stock closed at 19⅞@20. Western Union Telegraph at 46½@46¾.

General business has been less active, in nearly all lines. Breadstuffs, Cotton, and Petroleum, have been quoted weaker as to price. Provisions have been fairly supported in values. Wool and Naval stores have been quoted stronger. The ocean freight difficulties, owing to the comparative scarcity of room for British ports, and the increasing firmness of shipowners, have operated against active export movements. Middling upland cotton closed on Wednesday at 15¼ cts. per lb. The receipts at all the ports, since Sept. 1, 1870, have been 2,346,084 bales, against 1,806,123 bales same time in 1869-'70; exports same time 1,405,395 bales, against 987,346 bales same time in 1869-'70; stock on hand at latest dates, 612,988 bales, against 508,548 bales same date 1869.

At the Live Stock markets, this week, Beeves have been moderately active at from 9@15½c. per lb.; week's receipts, 5,611. Milch cows quiet at $40@$110 each, receipts, 63. Veal calves in less demand at from 5@12½c. per lb.; receipts, 788. Sheep in fair request at from 5@7½c. per lb.; receipts, 28,284. Swine in moderate demand at 8@8¼c. per lb., all live weight; receipts, 12,729.

Ocean freights have been quoted firmer on a limited supply of way freight room, and have been moderately active. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer per bbl.; grain at 7d. by sail, and 8d. by steamer per bushel; cotton at $\frac{5}{16}$@⅜d. by sail and ⅜@½d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@50s. by steamer, per ton.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending February 7th, and since the beginning of the year:

	1870.	1871.
For the week	$3,461,230	$4,727,384
Previously reported	14,675,326	21,340,763
Since Jan. 1	$18,136,556	$26,068,147

The imports for the week ending Feb. 4, and since the beginning of the year, have been as follows:

	1870.	1871.
Dry goods	$2,843,545	$1,475,634
Gen. merchandise	3,494,973	3,176,242
Total for the week	$6,338,518	$4,651,876
Previously reported	13,956,817	20,937,030
Since January 1	$20,295,335	$25,588,906

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 8s, 98½; Georgia 7s, gold bonds, 94⅜; North Carolina Fund Act, 1868, 30; do. Special Tax, 19; South Carolina 6s, new Jan. and July, 59⅜; do., April and Oct., 61; Arkansas 7s, (M. and L. R. R.,) 56; California 7s, 109¼; New York State 7s, Bounty Loan reg., 106; do. 6s, 1872, 105½; Albany and Susq. 2d mort., 91½; Hannibal and St. Joseph 8s, conv., 105¼; Ohio and Miss. consol. bonds, 86¾; Quincy and Toledo 1st mort., 82; Dubuque and Sioux City 1st mort., 92½; Cedar Falls and Minnesota 1st mort., 81; Chicago and N. W. Interest bonds, 92¼; Toledo, Peoria and Warsaw 1st mort., E. D., 83; Toledo and Wabash 1st mort., St. L. Div., 80; New York Central 6s, sub. bonds, 89; North Mo. 1st mort., 84½; do. 2d mort., 65; St. Louis and Iron Mountain, 1st mort., 87; New York New Haven R. R., 143½; Western Union Telegraph, 46⅜; Adams Exp., 67¾; Am. Mer. Union Exp., 44½; U. S. Exp., 44¾; Brooklyn 6s, W. L., 92⅜; Quicksilver pref., 15; Am. Coal, 36½.

Philadelphia.—Wilmington and Reading 7s, 94; Oil Creek and Allegheny River R. R., 46⅝; do. 7s, 81¾; Pennsylvania and New York Canal, 7s, 93¾; Pennsylvania Canal, 26; Phila. and Reading deben. bonds, 79@81; do. 6s, 1843-'80, 96½; Stubenville and Indiana R. R. 6s, 73; Belvidere Delaware 2d mort., 89; West Jersey 6s, 91; Lehigh Nav. conv. loan, 78; Germantown Pass. R.R., 30½; N. Y. and Middle Coal Fields, 5⅜; Penna. State 5s, coupon, 102. The latest quotations are: City 6s, 101½@102½; do. free of tax, 101⅛@101¼; State 5s, coupon, 101½@102; do. 6s, W. L., 104@—; do. 1st series, 104½@—; do. 2d series, 105½@106; do. 3d series, 106⅛@—; Reading, 49⅜@49⅝; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 95@97; Camden and Amboy, 116@117¼; do. mort. 6s, 1889, 96@96¼; do. 1883, 91¾@92; do. 1889, —@92½; Penn. R. R., 61¼@61⅜; do. 1st mort., 101@101½; do. 2d mort., 102¼@102½; do. Gen'l mort. coupon, 94@94½; do. reg., 95¾@96; Little Schuylkill R. R., 43¼@44; Morris Canal, 33@—; do. pref., 70@—; do., 6s, 84@88; do., scrip 7s, 76@—; Susquehanna Canal, 6@8; do., 6s, 45@50; Schuylkill Nav., 8@8⅜; do. pref., 17⅛@17¼; do. 6s, 1882, 75@76½; Elmira and Williamsport pref., 40@40¼; do. 7s, 1873, 92@94; do. 5s, 62@—; Lehigh Coal and Navigation, 34⅜@34½; do. 6s, 1884, 83½@84½; do. R. R. Loan, 89@90½; do. Gold Loan, 88@88¼; North Pennsylvania, 44½@44¾; do., 6s, 98@99; do., 7s, 95⅝@95½; do. Chattle 10s, 113@—; Philadelphia and Erie, 28@28¼; do., 6s, 93@93½; Minehill, 51¾@51¾; Catawissa, 10@15; do. pref., 38¼@38½; Lehigh Valley, 60@60¼; do. 6s, 94@95½; do. 6s, reg., 102@103; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 58@60; Thirteenth and Fifteenth, 23@23½; Spruce and Pine, 25½@25½; Green and Coates, 43@45; Chestnut and Walnut, 45½@—; Hestonville, 16⅜@16½; Union, 52@—; Germantown, 30@30½.

Boston.—Vermont Central 1st mort., 87; do. 2d mort., 41¾; Old Colony and Newport 6s, 97; Burlington and Missouri 8s, in Nebraska, 93; Missisquoi 7s, 82½; Vt. Central and Vt. and Canada 8s, 103½; Stanstead, Shefford and Chambly 7s, 1887, 83⅞; Cincinnati, Sandusky and Cleveland R. R., 24; do. pref., 35½; do. 7s, 1890, 80¾; Hannibal and St. Joseph 8s, 1885, 102; Michigan Central 8s, 1890, 107⅜; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 94; Cedar Rapids and Missouri 7s, 1916, 85¼; do. 1894, 88; Maryland and Delaware 6s, 1885, 65; Missouri River, Fort Scott and Gulf 10s, 101½; Eastern R. R. 6s, 1874, 101⅛; Illinois Grand Trunk 8s, 98¾; Indianapolis and Cincinnati R. R., 7¼; Rutland R. R., 45¼; do. pref., 82; Summit Branch, 38½; Winnisimmont Horse R. R., 18; Connecticut and Passumpsic Rivers pref., 90½; Eastern (N. H.) R. R., 115; Norwich and Worcester, 110¼; Boston Water Power Co., 23; Cary Imp., 8⅝; East Boston Land, 14⅜; Roaring Brook Coal, 14½;

Mt. Pleasant Coal, 5; Maine 6s, 1889, 100⅛; Missouri 6s, 1875, 94¼; do. 1887, 90; Vermont 6s, 1874, 109; Massachusetts 6s, 1872, gold, 108½; Boston 6s, 1877, currency, 100½; do. 5s, 1871, gold, 111½; Lynn 5s, 1882, 88; Cambridge 5s, 1882, 88; Portland 6s, 1890, 94¾; St. Louis City 6s, 1887, 86½; St. Paul 6s, 1893, 74⅞; Chicago 7s, 97½; St. Louis County 6, 1887, 87; Brooklyn 6s, 1900, 92¾; Allouez Mining Co., 1⅛; Star, 25c.; Tremont, 30c.; Dana, 40c.; Mesnard, 25c.; Canada, 35c.; Hanover, 55c.

Baltimore.—Western Maryland R. R. 1st mort., 78; Orange, Alex. and Manassas bonds, 78; Northern Central 6s, 1900, gold, 92; Orange and Alexander 2d mort. 6s, 75; Central Ohio R. R., 27; Memphis City 6s, 50¾; Baltimore City 5s, 82; Maryland Defense bonds, 103; do. 6s, 1890, 96; Virginia 6s, old, reg., 50. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90⅝@91; Baltimore and Ohio, 139¼@140; do. 6s, 1875, 94½@95; do. 1880, 94@95; do. 1885, 94¾@95; Northern Central, 40½@41; do. 6s, 1885, 91¾@92¼; do. 1900, —@91½; do. 6s, 1900, gold, 92@92½; N. W. Va. 1st mort., 96@96½; do. 2d mort., 95@98; do. 3d mort., 1885, 89@92; Marietta and Cincinnati 7s, 1892, 93@93¼; do. 2d mort., 82½@82⅝; Central Ohio, 27⅜@29; do. 1st mort., 86¼@86½; Western Md. 6s, 1890, 76@78; do. guar. by Baltimore City, 89@94; do. 2d mort., guar., 88@88½; do. 6s, pref., 59@60; do. 6s, guar., by Washington Co., 80⅞@81; Richmond and Danville bonds, 76@77; Orange and Alexandria 1st mort., 6s, 85@88; do. 2d mort., 6s, 75@75½; do. 3d mort., 8s, 84½@85; do. 4th mort., 8s, 79@79½; Orange, Alex. and Manassas 7s, 77½@78; Virginia and Tennessee 8s, 79½@80; do., 6s 1st mort., 80@81; do. 6s, 2d mort., 71@73; Baltimore 6s, 1875, 96½@97; do. 1884, 95½@97; do., 1886, 96¼@97; do. 1890, 96⅛@96¼; do. 1893, 100@—; do., 1900, 95@96; do. 5s, 1838-'70, 81@82½; Memphis City 6s, 50@51; Maryland Defense Loan, 1883, 103@103; City Passenger R. R., 20@20¾; George's Creek Coal, 60@62.

To Capitalists.

The well-known North River, or Durbin Rolling Mill, situated on Prospect and North Fifth Street, Jersey City, New Jersey, is offered for sale in another column. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, Stable, etc.

The Rolling Mill which was built for the manufacture of Locomotive and other descriptions of Boiler, Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It has been in successful operation since 1855. Situated near the Hudson River, a short and nearly equal distance from all the Depots and Ferries, and the Hoboken or Delaware and Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the city and Paterson, the facilities for forwarding to all points by water or railroad, it can not be surpassed.

The Real Estate is rapidly increasing in value, the reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the office, 140 Hudson Street, Jersey City.

Information may also be obtained of Wm. H. Wallace & Co., corner of Liberty and Washington Streets, N. Y., and R. R. Chrisman, Supt. Central Iron Works, Harrisburgh, Pa.

The Great Railroad.

The Chesapeake and Ohio Railroad is rapidly approaching completion. For the energy and spirit with which the western half of it is pressed, and the speed with which it will be completed, it throws all other enterprises in this State and the South entirely in the shade. If enterprise, the masterly control of means and force, and a wonderful rapidity of railroad construction entitle a man to wear the crown of railroad king, that crown belongs to somebody connected with the Chesapeake and Ohio Railroad; but it belongs to a man remarkable alike for his reticence and modesty. That man is Mr. Huntington, the President of the company; a man who had won his fame before he entered upon the Virginia theatre by his gigantic achievements upon the Pacific Railway.

The peculiar advantages of this grand Chesapeake and Ohio Railway is that it connects the Virginia tide with the great western fields, agricultural and mineral, which are peculiarly adapted to the support of manufacturing industry and the growth of commercial communities. Both those fields, which will be pierced by this grand artery of communication, are almost unlimited in their resources.

When we look at the Chesapeake and Ohio route we at once see how it is adapted to the business of transporting the products of these great fields. We find the James river valley reaching along the latitudinous line from the foot of the Alleghanies to the Atlantic tide, and separated by a narrow ridge—only a mile and a half wide there—from the waters of the Kanawha, rising and running along the Kanawha valley, pursuing the same line of latitude westwardly to the Ohio. That narrow ridge is crossed by the railroad at the grade of twenty-nine and a half feet to the mile! A fact without parallel in any of the railroads which run from east to west across the mountain ridges parallel with the ocean.—*Richmond Dispatch, 6th.*

☞ Seven-eighths of the graduation, masonry and bridging of the Connecticut Western railroad is done. Twenty-four connected miles at the eastern end, and sixteen at the western end, are ready for the track, with the exception of a small amount of bridge superstructure. Of the remaining 27 miles, sixteen in twos and threes are complete, and half the others will be done in the course of two months; the remainder during April. It is quite feasible, without extraordinary effort, to have the road in running order by the 4th of July next.

☞ In connection with the house of
JAY COOKE, McCULLOCH & CO.,
No. 41 Lombard Street, London,
We purchase and sell
STERLING EXCHANGE,
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Commercial Credits and Circular Letters for Travelers, *available in all parts of the world,*
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American Banking House in London.
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☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to Charles W. Hassler, 24 Broad Street, New York.

Harvey Fisk. A. S. Hatch.
☞ FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES,
No. 5 Nassau-st.,
New York, Feb. 10, 1871.

The Six Per Cent. Gold Bonds of the Central Pacific Railroad Company have an established character which renders them especially desirable for investments.

They are based on one of the most important and valuable railroad lines in the world, fully completed, amply equipped, and already earning large revenues, which must increase enormously with the growth of the country it traverses and the development of trade with Japan, China and Australia, a large portion of which must find its way across the American Continent.

Holders of Five-Twenty Bonds (which are liable to be funded at a low rate of interest within a short time) may exchange them for Central Pacific Bonds, bearing the same rate of interest, and save from 15 to 18 per cent. for reinvestment, while their security remains as reliable as before.

They are dealt in at the New York Stock Exchange and at several of the more important Bourses of Europe. We have introduced them into our regular business upon the same basis as Government Bonds, and buy and sell them as freely at current market rates, and are prepared to furnish them to investors or others at daily quotations.

We buy and sell Government Bonds, Gold, and Coupons, execute orders in Miscellaneous Securities at the New York Stock Exchange, make collections, receive deposits subject to check at sight, allow interest on balances, and do a general banking business.

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New York: Corner Nassau and Wall streets.
Philadelphia: 114 South Third street.
Washington: 452 Fifteenth street.

☞ The Interest and Coupons on the First Mortgage 8 per cent. Gold Bonds of the St. Joseph and Denver City Railroad Company, due the 15th of this month, are payable at the Farmers' Loan and Trust Company of this City.

The Public Debt Statement.

The following is a recapitulation of the public debt statement January 31, 1871:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$214,567,300 00
Six per cent. bonds	1,714,776,400 00
Total	$1,929,343,700 00
Accrued interest	32,120,244 81
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$42,085,000 00
Navy Pension fund 3 per cent	14,000,000 00
Certificates at 4 per cent	678,362 41
Total	$56,763,362 41
Interest	425,466 60
Debt on which interest has ceased since maturity	$4,036,962 26
Interest	548,685 82
DEBT BEARING NO INTEREST.	
Demand and legal tender notes	$356,101,086 00
Fractional currency	40,479,593 38
Certificates of gold deposited	32,088,360 00
Total	$428,669,039 38
Unclaimed Pacific R.R. Interest	18,695 01
Total amount outstanding	$2,418,813,004 05
Total interest	33,108,092 24
Total debt, principal and interest, to date, including interest due and unpaid	$2,451,921,096 29
AMOUNT IN TREASURY.	
Coin	$99,066,500 45
Currency	24,827,788 84
Total	$123,894,289 29
Debt less amount in Treasury	$2,328,026,807 00
Debt less amount in Treasury January 1, 1871	2,332,067,793 75
Decrease of debt during the past month	$4,040,986 75
Decrease of debt since March 1st, 1869	$197,436,453 01

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236,512	$136,182 56
Kansas Pacific	6,303,000	31,515 00
Sioux City and Pacific	1,628,320	8,141 60
Central Pacific	25,881,000	129,405 00
Central Branch Union Pacific	1,600,000	8,000 00
Western Pacific	1,970,000	9,850 00
Totals	$64,618,832	$323,094 16
Interest paid by United States	$10,753,910 45	
Interest repaid by transportation of mails, etc.	2,460,818 94	
Balance of interest paid by United States	8,293,091 51	

Journal of Railroad Law.

COMMON CARRIERS—CONNECTING ROUTES—JOINT LIABILITY FOR LOSSES AT ANY POINT—EXPRESS COMPANIES.

The facts in the recent case of Coates *vs.* The United States Express Company (45 Mo., 238,) are fully and clearly stated in the following opinion by

WAGNER, J.—This was an action brought by the plaintiff against the defendant, as a common carrier, to recover the sum of $300, alleged to have been delivered to it for transmission from the town of Allen, in Randolph County, to the town of Trenton, in Grundy County.

On the trial it was agreed between the parties that the Express Company received the package, and that it contained $300; that the company forwarded it to Macon City, which was the nearest point of destination reached by the company, and that it there transferred and delivered the package to the American Express Company, which was a responsible forwarding agent, and the only Express Company forwarding from Macon City to Trenton, and that it was the usual line for carrying express matters upon that route.

The following is a copy of the receipt given by the company at the time it received the package.

"United States Express Company,
Allen, Dec. 2, 1865.

"Received of John F. Coates one package said to contain money valued at three hundred (300) dollars, and marked Cliff A. Evans, Trenton, Mo., which we undertake to forward to the nearest point of destination reached by this company, only perils of navigation excepted. And it is hereby expressly agreed that said United States Express Company are not to be held liable for any loss or damage, except as forwarders only," etc.

Upon the foregoing evidence the courts below gave judgment for plaintiff.

There is undoubtedly some conflict in the reports as to whether a carrier, receiving goods to be transported to a point beyond his own line, is liable when they are lost, where he has forwarded them to their destination upon another route. Where carriers on connecting routes form associations and arrangements for the purpose of carrying goods or parcels through the whole line, and share the profits, they are, beyond question, partners, and each is responsible for any loss or injury to goods which may happen, in whatever part of the line it occurs. The English doctrine seems to be in favor of the rule, that a carrier who knowingly receives a parcel, directed or consigned to any particular place, undertakes to carry it there himself, unless he makes known a different purpose and undertaking to the owner. As a consequence of this rule, it is held that the owner has no contract with the second carrier, and cannot recover of him for damages done on his end of the route. This principle was distinctly announced by Lord Abinger, in the leading case of Muschamp *vs.* The L. and P. Junction Railway Co., 8 M. and W. 421, and has been since followed by later adjudications. A similar doctrine was at one time announced by the Supreme Court of the State of New York, in the case of St. John *vs.* Van Santvoord, 25 Wend. 660; but that decision was reversed in the court for the correction of errors, Chancellor Walworth delivering the leading opinion. In the American States the English doctrine is almost entirely overthrown. It seems to be the established law that a carrier may receive a parcel to carry as far as he goes, and then to send it further by another carrier. And when such is the clear and admitted case, his responsibilities as carrier and forwarder are distinct.

Professor Parsons, after speaking of the diversity that exists between the English and American cases, comes to the following conclusion: "The prevailing rule in this country may now be said to cast upon the carrier no responsibility, as a carrier, beyond his own route (requiring, of course due care in forwarding the parcel) unless the usage of the business, or of the carrier, or his conduct or language, show that he takes the parcel, as carrier, for the whole route. And his receipt of payment, for the whole route would be evidence going far to prove such undertaking." (2 Parsons on Cont. 5th ed. 213.) And this proposition seems to be well sustained by the authorities.

The record discloses no payment for the whole route, nor any understanding, usage, or agreement that the company assumed to be responsible for the package after it left its own line. I think, then, the company was only bound, under its contract or undertaking, to transport the package safely to Macon City, that being the point on its line nearest the place of destination, and there to deliver it to the proper carrier to be forwarded to its destination; and, having done this, the company was not responsible for its subsequent loss.

The judgment should be reversed.

Reversed. The other Judges concur.

NEW 7-30 GOLD LOAN

of the

NORTHERN PACIFIC RAILROAD COMPANY.

SECURED BY FIRST MORTGAGE ON RAILROAD AND LAND GRANTS.

SAFE! PROFITABLE! PERMANENT!

We offer for sale at par and accrued interest the First Mortgage Land Grant Gold Bonds of the Northern Pacific Railroad Company. They are free from United States Tax, and are issued of the following denominations: Coupons, $100, $500, and $1,000. Registered, $100, $500, $1,000, $5,000 and $10,000.

With the same entire confidence with which we commended Government Bonds to Capitalists and People, we now, after the fullest investigation, recommend these Northern Pacific Railroad Bonds to our freinds and the general Public.

GOLD PAYMENT.

Both Principal and Interest are payable in American Gold coin, at the office of Jay Cooke & Co., New York City—Principal at the end of 30 years and the interest (at the rate of seven and three-tenths per cent. per annum) half yearly, first of January and July.

PERFECT SAFETY.

The Bonds we are now selling are secured by a first and only mortgage on all the property and rights of the Northern Pacific Railroad Company, which will embrace on the completion of the work:

1. Over Two Thousand Miles of Road, with rolling stock, buildings, and all other equipments,

2. Over Twenty-two Thousand Acres of Land to every mile of finished road. This land—agricultural, timbered, and mineral, amounting in all to more than Fifty Million Acres—consists of alternate sections, reaching twenty to forty miles on each side of the track, and extending in a broad, fertile belt from Wisconsin, through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound.

While the Government does not directly guarantee the bonds of the road, it thus amply provides for their full and prompt payment by an unreserved grant of land, the most valuable ever conferred upon a great National improvement.

THE MORTGAGE.

The Trustees, under the Mortgage are Messrs. Jay Cooke of Philadelphia, and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company. They will directly and permanently represent the interest of the First Mortgage bondholders, and are required to see that the proceeds of land sales are used in purchasing and cancelling the bonds of the company, if they can be bought before maturity at not more than 10 per cent. premium; otherwise the Trustees are to invest the proceeds of land sales in United States Bonds or Real Estate mortgages for the further security of Northern Pacific bondholders. Also that they have at all times in their control, as security, at least 500 acres of average land to every $1,000 of outstanding first mortgage bonds, beside the railroad itself and all its equipments and franchises.

PROFITABLENESS.

Of course nothing can be safer than the bonds of the United States; but, as the Government is no longer a borrower, and as the Nation's present work is not that of preserving its existence, but that of DEVELOPING A CONTINENT, we remind those who desire to increase their income and obtain a more permenent investment, while still having a perfectly reliable security, that:

United States 5-20s at their average premium yield the present purchaser less than 5½ per cent. gold interest. Should they be redeemed in five years, and specie payment be resumed, they would really pay only 4⅜ per cent., or, if in three years, only 3½ per cent., as the present premium would meanwhile be sunk.

Northern Pacific 7-30's selling at par in currency yield the investor 7 3-10 per cent. gold interest, absolutely for thirty years, free from United States Tax. $1,100 currency invested now in United States 5-20s will yield per year, in gold, say $62. $1,100 currency invested now in Northern Pacific 7-30s will yield per year, in gold, $80 30. Here is a difference in annual income of nearly one-third, besides a difference of 7 to 10 per cent. in principal, when both classes of bonds are redeemed.

THE ROAD NOW BUILDING.

Work was begun in July last on the eastern portion of the line, and the money provided, by the sale to stockholders of some six millions of the Company's bonds, to build and equip the road from Lake Superior across Minnesota to the Red River of the North—233 miles. The grading on this division is now well advanced, the iron is being rapidly laid, several thousand men are at work on the line, and about the first of August next this important section of the road will be in full operation. In the meantime, orders have been sent to the Pacific coast for the commencement of the work on the western end in early Spring; and thereafter, the work will be pushed, both eastward and westward, with as much speed as may be consistent with solidity and a wise economy.

RECEIVABLE FOR LANDS.

These bonds will be at all times receivable, at 1.10, in payment for the company's lands, at their lowest cash price.

BONDS EXCHANGEABLE.

The registered bonds can be exchanged at any time for coupons, the coupons for registered; and both those for others, payable principal and interest, at any of the principal financial centers of Europe in the coin of the various European countries.

HOW TO GET THEM.

Your nearest Bank or Banker will supply these bonds in any desired amount and of any needed denomination. Persons wishing to exchange stocks or other bonds for these can do so with any of our agents, who will allow the highest current price for all marketable securities.

Those living in localities remote from banks may send money or other bonds, directly to us by express; and we will send back Northern Pacific Bonds, at our own risk, and without cost to the investor. For further information, pamphlets, maps, etc., call on or address the undersigned, or any of the banks or bankers employed to sell this loan.

FOR SALE BY

JAY COOKE & CO.,

Fiscal Agents Northern Pacific Railroad Co.,

114 South Third street, Philadelphia; corner of Nassau and Wall streets, New York; 452 Fifteenth street, Washington, D. C.; by National Banks, and by brokers generally throughout the country.

Rutland Railroad Lease.

At the recent annual meeting of the Rutland Railroad Company, the President made the following statement in regard to the present condition of the company's affairs. He said:

During the year the directors had leased a section of the Vermont and Massachusetts road for fifty years at the rate of $42,000 per annum for the first five years, $48,000 for the next five years and $54,000 for the last five. They had also leased the Vermont Valley road of E. R. Birchard and John B. Page, who had been operating under a private lease at the rate of $65,000 per annum for four and one-half years and $72,000 per annum thereafter. They had also concluded negotiations for the lease of the Addison Railroad as soon as it shall be completed. They further proposed to purchase the individual stock of the Burlington Steamboat Company. The other leases by the company are of the Montreal and Plattsburg Railroad, at $42,000 per annum and taxes, and the Whitehall and Plattsburg Railroad, at $20,000 per annum and taxes. The aggregate annual rentals amount to $169,000. The operations of the road for the year ending October 31, 1870, show the following results:

Receipts	$1,041,509 92
Expenses	755,918 25
Net earnings	$285,641 67

Among the miscellaneous items of expense are $336,800 for new rolling stock and $194,110 for repairs on account of the graet freshet last year. The President also stated that in accordance with a stipulation with Messrs. Cheever and Hart, representing the holders of the first mortgage bonds, the entire amount of those bonds had been paid, the last payment having been made during the present month.

The terms of the twenty years' lease of the roads operated by the Rutland Company, to the Vermont Central and Vermont and Canada Railroads, were explained by Governor Page. In the first place the lessees guarantee the payment of the interest at seven per cent. of the entire amount of preferred stock of $4,300,000; on 500,000 of the seven per cent. bonds of 1870, and on a like amount to be issued at 8 per cent., making a total from this source of $376,000 per annum. The lessees also guarantee the payment of interest on $2,700,000 common stock at the following rates: For the first year, nothing; for 1872, one and one-half per cent.; for 1873, two per cent.; for 1874, three per cent.; for 1875, five per cent.; for 1876, 1877 and 1878, six per cent.; for 1879, seven per cent., and at the rate of seven per cent. for the remaining eleven years. The steamer Oakes Ames is leased at the rate of $10,000 per annum, and the lessees also pay $8,000 per annum for supervision and organization. The several leases held by the Rutland Railroad Company are transferred exactly as they stand to the Vermont Central Company, the latter becoming responsible for all the obligations of the original lessees. These amount, as stated above, to about $169,000 per annum.

The average yearly proceeds from these several sources is about $171,000. This added to the proceeds from the preferred stock makes the yearly rental due the Rutland company about $574,000. It is calculated that this sum, with the rental from real estate exempted, is equivalent to an average for the twenty years of six per cent. on the common stock, with a balance of about $12,000 as security for this rent.

The Vermont Central issues to the Cheshire and Connecticut River Railroads monthly orders, making the collections by them on northern freight payable directly to the Rutland company. These orders are equal to $30,000 monthly on the Connecticut River and to $10,000 monthly for the first two years on the Cheshire, and $20,000 thereafter. This security is regarded as ample in every respect for the prompt payment of the rent.

On motion, the lease was unanimously ratified by a stock vote, and the transfer will be made at once.

The following were elected Directors for the year: Lawrence Barnes of Burlington, E. A. Birchard of Brandon, John B. Page of Rutland, J. H. Williams of Bellows Falls, George B. Chase, Peter Butler and D. N. Skilling of Boston.

☞ The Supreme Court of Maine has decided in the case of the New England Express Company, *vs.* The Maine Central Railroad Company, that a railroad company carrying express matter for one company or person have no right to refuse to carry express matter for other companies or persons offering it, but they must carry for all alike and on equal terms. In this case the railroad company had made arrangements with the Eastern company to carry express matter for them, and during the contract of four years, not to carry it for any other express carrier. The court held the contract illegal, both under a statute of Maine and at common law.

Refunding the National Debt.

The following is an official copy of the Act to amend an Act entitled "An act to authorize the refunding of the National Debt"—approved January 20, 1871:

Be it enacted, etc., That the amount of bonds authorized by the act approved July fourteen, eighteen hundred and seventy, entitled "An act to authorize the refunding of the national debt," to be issued bearing five per centum interest per annum, be, and the same is, increased to five hundred millions of dollars, and the interest of any portion of the bonds issued under said act, or this act, may, at the discretion of the Secretary of the Treasury, be made payable quarter-yearly: *Provided, however*, That this act shall not be construed to authorize any increase of the total amount of bonds provided for by the act to which this act is an amendment.

☞ The President of the Philadelphia and Reading Railroad Company has just issued a circular in which he names the heads of the several departments of that now extensive establishment. They are—Mr. G. A. Nicolls, General Superintendent and Assistant President; J. W. Jones, Secretary and Comptroller; John E. Wootten, Assistant Superintendent and Engineer of Machinery, and L. B. Paxson, Master Machinist.

Rolling Mill Property

FOR SALE,

OPPOSITE NEW YORK CITY.

The well-known NORTH RIVER OR DURBIN ROLLING MILL, situated in Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It is now running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots end Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value. There has been no better chance for the makers of Jersey Blooms offered to work up their own product and well deserves *your consideration*. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET,
Jersey City N. J.,
In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of WM. H. WALLACE & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. CHRISMAN, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

HUMBER'S TREATISE ON BRIDGE CONSTRUCTION.

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Bridge Irons Generally.

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ST. JOSEPH & DENVER CITY RAILROAD COMPANY,
ST. JOSEPH, MO., January 18, 1871.

THE INTEREST AND COUPONS DUE February 15th 1871, on the First Mortgage Eight Per Cent (8 per cent) Gold Bonds of the St. Joseph and Denver City Railroad Company, will be paid at the office of the Farmers' Loan and Trust Company, in the City of New York, upon presentation and application, on and after that date, free of Government Tax.

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INTEREST ALLOWED ON DEPOSITS.

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Tenders for Iron Bridge Superstructures.

The Commissioners for the construction of the Intercolonial Railway are prepared to receive Tenders for TWENTY ONE SPANS OF IRON BRIDGE SUPERSTRUCTURE of one hundred feet for each span, and also for sixteen spans of Two Hundred feet for each span.

Printed specifications showing the tests which each span will be required to bear; information as to the location of the different bridges; and forms of tender, can be obtained at the offices of the Commissioners or at those of the Chief Engineer, at Ottawa, Canada; or at the Banking House of Messrs. Morton, Rose & Co., Bartholemew Lane, E. C., London, England.

Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and must state the price of each span f. o. b., at the place of shipment; and also the price of each span completed in place.

Tenders for additional spans of one hundred feet, and for spans of eighty feet, will also be received at the same time. Specifications are being prepared and can be had within a few days on application at the places above named.

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, at Ottawa, will be received up to 6 O'CLOCK P. M., of THURSDAY, the 6th day of APRIL, 1871.

The Commissioners will not be bound to accept the lowest or any tender.

A. WALSH.
ED. B. CHANDLER.
C. J. BRYDGES.
A. W. McLELAN.
Commissioners.

Intercolonial Railway,
Commissioner's Office,
Ottawa, 19th January, 1871.

BAILEY'S PATENT

ADJUSTABLE PLANES.

Over 6500 Planes sold in 1870.
PRICES REDUCED January 1, 1871.

"Superior to any others used in this shop."—W. S. TOWN, Master of Car Repairs, Hudson River Railroad Co.

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STANLEY RULE AND LEVEL CO.,

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Sold by all Hardware dealers. Send for Descriptive Catalogue, embracing a full assortment of both the Iron and Wood Planes.

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STEAM BOILERS,

Of every description,
TANKS, OIL STILLS, ETC.,
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Particular attention to Jobbing.

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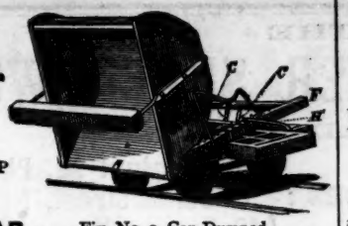

Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever, H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2. ***To Replace the Hopper in Readiness for another Load.***

The brakeman bears his weight on the up-end of the tilting frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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Bridge and Truss Bolts ¾ in. to 3½ in. in diameter any length with upset ends.

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Car Washers, AND 300 varieties of Dusters adapted to the use of Stores, Offices and Dwellings, all of the superior quality that has characterized our Dusters for 35 years past, at low prices. Price List on application.

STEELE & CO., Manufacturers,
3 Park Row, opposite Astor House, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 7, 1871.

A DIVIDEND OF FIVE PER CENT., in gold, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 30th day of January inst., to the holders of full paid shares registered at the close of the 14th day of January inst., after which date, and until the 4th day of February next, the transfer books will be closed.

THOMAS E. WALKER, Treasurer

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OF PHILADELPHIA, PA.

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WM. BUTCHER, Gen'l Supt.
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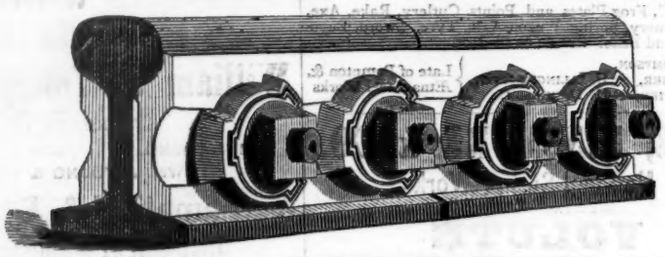
PATENT COMPENSATING FISH-JOINT,



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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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